

MILKMAID
STERILIZED
NATURAL MILK
IS
PURE, FRESH
COWS' MILK.

[1135]

Hongkong Daily Press.

ESTABLISHED 1857.

Registered as a Newspaper at the General
Post Office in the United Kingdom.

"CALLE"
PORTABLE MOTORS
FOR ATTACHING TO
ROWBOATS.
Shipments just to hand with
the latest improvements and
exclusive features not found
in others.
ALEX. ROSS & Co.,
Agents,
4, Des Vaux Road,
Tel. 27.

[778]

No. 17,043. 號三十四百六千七萬一第 日七初月十年寅甲 HONGKONG, TUESDAY, NOVEMBER 24TH, 1914. 二拜禮 號四廿月一十年三國民華中 PRICE, \$3 PER MONTH.

INTIMATIONS

GREEN ISLAND CEMENT COMPANY.
PORTLAND CEMENT.
In Casks 375 lbs. net.
In Bags 250 lbs. net.
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 9th June, 1914. [1805]

MITSU BISHI GOSHI KWAISHA.
(MITSU BISHI CO.)
COAL DEPARTMENT.
SOLE PROPRIETORS OF TAKASIMA,
OCHI, MUTABE, YOSHINOTANI,
NAMAZUTA, SAYO, SHINNEW
AND KANIYAMADA Collieries.
AGENTS FOR
SAKITO AND OYUBARI Coals.
HEAD OFFICE: MARUNOUCHI,
TOKYO.

BRANCH OFFICES:—NAGASAKI,
MOJI, KAKATSU, WAKAMATSU,
OTARU, MURORAN, HAKODATE,
KOBE, OSAKA, KURE, TOKYO,
YOKOHAMA, NAGOYA, TSUBUGA,
SHANGHAI, HONGKONG, HANKOW,
PEKING.
Cable Address for above: "IWASAKI."
Codes: A1, A.B.C. 5th Ed., Western Union.
AGENTS:—
OHINKIANG—Messrs. GEARING & Co.
MANILA—Messrs. MACDONALD & Co.
SINGAPORE—Messrs. BORNES & Co., Ltd.
GLASGOW—Messrs. A. R. BROWN,
McFARLANE & Co., Ltd.
For Particulars, apply to—
K. KATO,
Manager,
No. 2 Pedder Street, Hongkong.
Hongkong, 24th April, 1914. [614]

SIEN TING.

SURGEON DENTIST.
No. 10, D'AGUIAR STREET
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st September, 1914. [1160]

NEW CARTRIDGES.

BY popular English Manufacturers. In
all Boxes and Sizes.
SMOKELESS POWDER and CHILLED
SHOT. From No. 10 to 55SG. at \$6, \$7
and \$7.50 per 100. SPORTING REQUIS-
ITES and AIR GUNS in Variety.
Inspection Invited.

WM. SCHMIDT & Co.

Hongkong, 16th October, 1914. [1250]

A LING & CO.

19 QUEEN'S ROAD CENTRAL.
FURNITURE AND PHOTO GOODS
STORE.
Photographic Goods of Every Description
Stock.
Developing, Printing and Enlarging.
Canton Marbles in Various Shades.
TELEPHONE 1219.
Hongkong, 16th April, 1914. [585]

PEAK TRAMWAY COMPANY. LIMITED.

TIME TABLE.

WEEK DAYS.
7.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 " " 10.00 " " 10 " "
10.00 " " 11.00 " " 15 " "
11.30 " " 12.45 p.m. " " 15 " "
12.45 p.m. to 1.15 " " 10 " "
1.15 " " 1.45 " " 10 " "
1.45 " " 2.15 " " 10 " "
2.15 " " 5.00 " " 15 " "
5.00 " " 8.10 " " 10 " "

NIGHT CARS.
8.50 p.m. and 9.00 p.m. 9.30 to 11.00 p.m.
Every Half-Hour.
11.00 p.m. to 11.45 p.m.
Every Quarter-Hour.

SUNDAYS.
7.45 a.m. to 10.30 a.m. Every 15 minutes.
10.30 " " 11.00 " " 10 " "
11.30 " " 12.00 noon " " 15 " "
12.00 noon to 1.00 p.m. " " 10 " "
1.00 p.m. to 5.00 " " 15 " "
5.00 " " 8.00 " " 10 " "
8.00 " " 8.10 " " 10 " "
NIGHT CARS on Week Days.
Saturdays.
Extra Car at 12 Midnight.

SPECIAL CARS by arrangement at
the Company's Office, Alexandra Buildings,
Des Vaux Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 29th May, 1914. [1205]

THE YOKOHAMA DOCK CO., LIMITED.

Telegraphic Address: "DOCK," Yokohama.

Codes used:—A.B.C. 4th and 5th Editions, Lieber's, Scott's, A1 and Watkin's.

DRY DOCK DEPARTMENT:—Telephone Nos. 378, 506, 681, 2050, 3470.

NO. 1 DOCK. | NO. 2 DOCK. | NO. 3 DOCK.
Docking Length 515 ft. | Docking Length 375 ft. | Docking Length 481 ft.

Every description of repair work is undertaken. A large assortment of material
including tail shafts are kept in stock. Two powerful tow boats, floating derrick to
lift 45 tons, pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers,
tugs, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.

WAREHOUSE DEPARTMENT:—

99 buildings, principally of brick and steel, containing private bonded warehouses
and sugar consumption tax covered warehouses. Floor area 67,917 square yards, or 14 acres.
Every description of warehousing. Custom-house brokerage and insurance under-
taken. Rates moderate.

Mooring Basin, 600 feet by 180 feet by 25 feet deep, adjoining the docks and warehouses.

[823]

WM. STEWART & CO.

TIMBER MERCHANTS, MEASURERS, AND TIMBER EXPERTS.

5, ALEXANDRA BUILDINGS.

IMPORTERS of Teak, Hardwoods, Oregon Pine and Japanese Oak in Logs and
Planks.

Teak and Hardwood supplied Machine Sawn to any Dimensions.

Floorings—Sizes to Order.

Philippine Hardwood Wharf Piles in lengths up to 60 feet.

The attention of Architects, Civil Engineers and Contractors is directed to the
splendid range of Philippine Hardwoods suitable for constructional purposes.

Prices and Samples on application.

Telegrams:—Rosewood. Telephone No. 1463. P. O. Box No. 639.

Hongkong, 2nd May, 1914. [652]

SOUTH MANCHURIA RAILWAY.

SHORTEST AND QUICKEST ROUTE BETWEEN THE FAR EAST
AND EUROPE, VIA DAIREN.

TIME TABLE

(Effective from May 1st, 1914, to April 30th, 1915).

THURICE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped
Dining, and First and Second Class Sleeping Cars, is operated between Dairen and
Changchun in connection with the Trans-Siberian Express Trains and with Dairen-Shanghai
Direct Mail Steamer Service by the S.S. SAKAKI MARU and KOBE MARU (each Equipped
with Wireless Telegraph) as follows:—

NORTH BOUND.

Connecting at Dairen with			Russian Station			Connecting at Harbin with			Russian Station		
Wagon-Lite			Express			Wagon-Lite			Express		
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* Russian Train Time is 23 minutes faster than the S.M.R. Time.

The above fares do not include the Express Train Berth Fee.

* With regard to the above Time Table, the Four Express Trains per week connecting two
each way with the Russian State Expresses are temporarily suspended, owing to the partial
suspension of the Trans-Siberian Passenger Traffic on account of the European War.

The Two Weekly Express Trains connecting one each way with the Wagon-Lite
Expresses, all Ordinary Trains, and the Two Dairen-Shanghai Direct Mail Steamers will
remain in operation as above.

To the daily train leaving Dairen at 8 p.m. for Changchun and that leaving Chang-
chun at 11.20 a.m. for Dairen a Compartment Car has been attached, on which First-Class
Passengers can secure sleeping accommodation on payment of Yen 2.

RAILWAY HOTELS.—YAMATO HOTEL (Tel. Add. Yamato). At
Dairen, Port Arthur, Mukden, Changchun, and Hsiching (the finest sea-side resort in
North China), all under the Company's management.

TICKET AGENTS.—The Company's Railway and Steamer Tickets are obtainable
at all the Agencies of the INTERNATIONAL SLEEPING CAR & EXPRESS TRAINS CO.;
Messrs. THOS. COOK & SON; REISEBUREAU DER HAMBURG-AMERIKA LINIE;
the NORDDEUTSCHER LLOYD; and the NIPPON Yusen Kaisha, Shanghai; from each of
whom all information, time-tables, pictorial guide-books, etc., can be obtained free, or direct
from the

SOUTH MANCHURIA RAILWAY CO., DAIREN.

Tel. Add.: "MANCHURIA." Codes: A.B.C. 5th Ed., A1, and Lieber's.

FUSHUN COAL

THE BEST STEAMING COAL IN THE FAR EAST.

Fresh stocks always on hand at Dairen, Port Arthur, Newchwang, and Tianjin Depots
and also at Chefoo, Shanghai, Hongkong, Singapore, and Penang.

MINING DEPARTMENT.

SOUTH MANCHURIA RAILWAY CO., DAIREN.

[681]

OREGON PINE.

THE CHINA IMPORT AND EXPORT LUMBER CO., LTD.

Hongkong, 24th June, 1914.

[725]

THE KAILAN MINING ADMINISTRATION.

KAIPING COAL:

Now well-known throughout the East for
STEAM RAISING, FORGING, STEEL MAKING, SHIPS'
BUNKERS AND HOUSEHOLD PURPOSES.

KAIPING COKE:

Competes with the best quality English Cokes for
FOUNDRY, SMELTING AND HOUSEHOLD PURPOSES.
HIGHEST FIREBRICKS GRADE
FIRECLAY.

STOCK ALWAYS ON HAND.

OFFICE: QUEEN'S BUILDINGS, HONGKONG. TEL. ADD.: MAISHAN, HONGKONG

TELEPHONE No. 1030.

DODWELL & CO., LTD.,

Hongkong, 1st October, 1914.

AGENTS. [1203]

MITSU BISHI DOCKYARD AND ENGINE WORKS.

A1, A.B.C., Western Union, Engineering and Bentley's Complete Phrase Codes used.

Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers.

Manufacturers of Contrado Auxiliary Machinery, Weir's Auxiliary Machinery, Stone's
Manganese Bronze, Palomator and Engineering Co.'s Refrigerating Plants
and Parsons' Steam Turbines, etc., etc.

AT NAGASAKI:—Telegraphic Address: "DOCK," NAGASAKI.

	Length on Keel-Blocks.	Breadth at Entrance on Bottom.	Depth of Water on Keel-Blocks.
3 Dry Docks:			
No. 1	510 ft.	77 ft.	26 ft.
No. 2	350 ft.	53 ft.	24 ft.
No. 3	714 ft.	88 ft.	34 ft.

1 Patent Slip capable of lifting vessels up to 1,000 tons.
The Salvage Steamer "OUBA MARU," 716 tons and 12 knots speed, is always ready
at short notice.

AT KOBE:—Telegraphic Address: "WADADOCK," KOBE.

	No. 1.	No. 2.
Lifting Power	7,000 Tons.	12,000 Tons.
Max. Length of Ship taken in	400 Feet.	530 Feet.
Max. Breadth	66 "	66 "
Max. Draft	22 "	26 "

The Salvage Steamer "ARIMA MARU," pumping capacity per hour 2,000 tons.

Floating Dredger, capable of lifting 40 tons weight.

ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION

[805]

APPLICATIONS FOR AGENCIES IN CHINA AND JAPAN.

Should be sent to our Agent:—

MR. T. RUDDIMAN JOHNSTON,

13, Mikawadai-machi, Asakusa-ku, TOKYO, JAPAN.

SHACKELL, EDWARDS & CO., LTD.

MAKERS OF

PRINTING INKS

FOR OVER 120 YEARS.

RED LION PASSAGE, FLEET STREET, LONDON, E.C.

"HONGKONG DAILY PRESS" PUBLICATIONS.

DIRECTORY AND CHRONICLE OF THE FAR EAST	\$10.00	MISSIONARY DIRECTORY, paper cover	\$0.80
Do. Do. Smaller Edition	4.00	MISSIONARY DIRECTORY, cloth cover	1.00
CHILDREN OF FAR CATHAY, A Social and Political Novel, by C. J. H. HALCOMBE	2.50	DOG and GUN in New Territory	1.00
THE JUBILEE OF HONGKONG, being a Historical Sketch, to which is added an Account of the Celebrations in 1891	1.00	FROM HONGKONG TO CANTON, BY THE PEARL RIVER—"A Book for the Globetrotter," by Capt. C. V. LLOYD: with Maps and Illustr.	1.75
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TEMPORARY MINING REGULA- TIONS IN CHINA	0.50	SIXTY YEARS ANGLO-CHINESE CALENDAR, 1884 to 1923	2.00
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HONGKONG HANSARD REPORTS OF THE MEETINGS OF THE LEGISLATIVE COUNCIL, Pub- lished Annually	0.50	COALLED OUT: or the Chung Wang's Daughter, an Anglo-Chinese Ro- mance, by CHAS. J. H. HALCOMBE.	1.00
MOUNTINGS OF NAVAL GUNS and their Subsequent Use with the Ladiesmith Relief Column	1.00	PLAN OF THE WEST RIVER	1.00
WARLIKE EXPLOITS OF THE MERCHANT NAVY, by J. E. Fotherstonhaugh	1.00	" " VICTORIA	0.75
POLITICAL OBSTACLES TO MIS- SIONARY SUCCESS IN CHINA	0.50	" " KOWLOON	0.75
TRADE MARK REGULATIONS IN CHINA	0.50	" " PEAK	0.75
		" " NEW TERRITORY	0.75
		POWER OF ATTORNEY FORM	0.25
		MAIL TABLES for 1914, on card	0.25
		" " " " on paper	0.25

HOTELS

THE HONGKONG HOTEL AND GRILL ROOM.

J. H. TAGGART,
Manager.

KING EDWARD HOTEL.

CENTRAL LOCATION.

All Electric Trains Pass Entrance.
One Minute's Walk from Ferry.
Telephones on All Floors.
Electric Lifts, Fans and Lighting.
European Baths and Sanitary Fittings.
Hot and Cold Water System Throughout.
Best of Food and Service.
Hotel Launch Meets All Steamers.
Telephone No. 371.
Tel. Address: "VICTORIA."
B. H. NORTH,
Manager.

GRAND HOTEL.

QUEEN'S ROAD CENTRAL.

A FIRST CLASS AND UP-TO-DATE
HOTEL.

A FIRST-CLASS STRINGED ORCH-
ESTRA Renders Selections during
TIPPIN' and DINNIN' daily, and at
11.15 a.m. and 5.45 p.m.

ENTIRELY UNDER EUROPEAN MANAGEMENT.

THIS HOTEL has recently been
thoroughly renovated, extensively
enlarged, and is now luxuriously furni-
shed and up-to-date in every respect,
situated in the most central position.
Large and airy Rooms, Hot, Cold, and
Shower Baths, Electric Light Throughout
and Fans. Large and Comfortable
Lounge, Private and Public Bars and
Billiard Rooms, CUISINE ENTIRELY
UNDER EUROPEAN SUPERVISION.
Sanitary Arrangements of the latest.
HOTEL LAUNCH MEETS ALL
STEAMERS. Monthly Rates for Families
and Dinner. Special Rates for married
families on application to
FREDERICK REICHMANN,
Proprietor.

Telephone No. 197.
TELEGRAPHIC ADDRESS: "COMFORT,"
Hongkong.

PEAK HOTEL.

1,400 FEET ABOVE SEA LEVEL.

FIRST-CLASS RESIDENTIAL and
TOURIST HOTEL. Unrivalled for
Comfort, Health and Convenience, Tele-
phones in Every Room, prompt con-
nection maintained by six lines to Central.
Fifteen Minutes from Principal Land-
ing Stage. Moderate Tariff and Excellent
Cuisine, Roof Garden and Social Rooms.
European Runner meets Steamers.
P. O. PEUSTER,
Manager. [1422]

THE NEW MACAU HOTEL.

THIS LARGE and ROOMY HOTEL
is now OPENED under EXPERIENCED
EUROPEAN MANAGEMENT. The place
has been renovated throughout and entirely
refurnished. Situated on the Praia Grande
facing the sea, a cool breeze is enjoyed all
the year round. LARGE and COMFORTABLE
DINING ROOM facing the sea. Cuisine
under experienced supervision. Terms moderate.
For further particulars, apply to—
O. C. MOOSA,
Manager.

Tel. Add. "Phoenix," Macau. [943]

VICTORIA HOTEL

SHAMKUN-CANTON.

Telegraphic Address: "VICTORIA, SHAMKUN."
SITUATED ON THE BRITISH CONCESSION.
Hotel electrically lighted, and under
experienced European Supervision.
Guitars and Organs Provided.
Every Information and Special Attention
given to Tourists.
REASONABLE RATES.
WM. FARMER,
Proprietor. [1000]

INTIMATIONS

A. S. WATSON & CO., LTD.
WINE & SPIRIT MERCHANTS.

BRANDY.

	Per Case of 1 doz.	Per Bot.
* A. SUPERIOR PALE, Red Capsule ...	\$30.40	2.05
B. SUPERIOR OLD COGNAC, Red Capsule ...	33.70	2.00
* WATSON'S XXX COGNAC, Gold Capsule ...	34.50	2.00
* WATSON'S XXX COGNAC, (4 Bottles, 2 Doz.)	37.00	1.80
HENNESSY XXX ...	41.40	2.45
* C. SUPERIOR OLD COGNAC, Gold Capsule ...	40.30	2.45
* D. VERY FINE OLD PALE LIQUEUR COGNAC, Gold and White Capsule ...	46.80	4.00
BOUDELLEAU'S CHAMPAGNE LIQUEUR ...	52.40	4.55
* E. FINEST OLD BROWN BRANDY, Gold and White Capsule ...	53.50	4.55
MARIE BRIZARD and ROGEE'S FINE PALE COGNAC ...	31.50	2.05
S. V. F. V. O. COGNAC ...	72.70	6.05
V. O. L. 60 Years Old ...	118.30	9.95
UNITED VINEYARD PROPRIETORS, 75 Years Old ...	157.50	13.15

* These Brandy bottles by ourselves are guaranteed Grape Spirit and of Pot Still Distillation.

A. S. WATSON & CO. LIMITED,
HONGKONG AND CHINA.

BIRTH.

JENKIN—On November 21st, at Forebank East, 106, Peak, to Mr. and Mrs. F. C. JENKIN, a daughter (Barbara Pat).

HONGKONG OFFICE: 104, DES VEROX ROAD C.
LONDON OFFICE: 181, FLEET STREET, E.C.

The Daily Press.

HONGKONG, NOVEMBER 24th, 1914.

The campaign now proceeding in Japan in favour of the use of home-made goods is being vigorously supported by the Minister of Agriculture and Commerce, who sees in the economic policy of Germany, and the alleged success that has attended it, confirmation of his views. The so-called German "decadence," which advocates the use of home-manufactures and home-foods to the exclusion of foreign products, is being much quoted, and the Minister has declared that its observance in Japan would result in the encouragement of trade and industry. The campaign is not a new one. For some years there have been complaints of the preference given to foreign goods and some attempts have been made in higher circles to give a practical example of how Japanese products can fitly take the place of foreign ones. Thus, some time ago one of the Ministers decided against the use of champagne at banquets, and lately reports have appeared that the Emperor has given instructions that all the articles in use in the Palace are to be as far as possible of home-manufacture. Unfortunately, however, the economic principles involved have become confused in the minds of Japanese economists, and from being a correct movement in favour of national economy, the campaign threatens to become one in favour of checking imports. For a long series of years, broken only at occasional and easily accounted for intervals, the imports of Japan have exceeded the exports, and this in spite of the substantial increase in the value of the latter. This phenomenon has led those who regard this lack of balance as injurious to the finances of the country to advocate a checking of the imports, which can only be done by substituting for them home-manufactures. As a matter of fact, with the growth of Japan's industries several articles which formerly appeared on the list of imports have now disappeared. At

the same time, however, the very growth of industry in Japan has resulted in the increased import of other articles, principally raw materials, which have served to maintain the so-called unfavourable balance of trade. Those who look further than the mere list of figures of the foreign trade may be inclined to suspect that the balance is not really unfavourable to Japan, and that the only actual loss the country suffers is in the payment of the principal and interest of her loans. Popularly, however, such considerations are but of little weight, and thus two economic principles have become so entangled that it is difficult to separate them. The German "decadence" is, of course, capable of being reduced to absurdity, more especially in the case of Germany, which has, or had, a large export trade. If every nation were to follow the principles of the "decadence" to the letter, foreign trade would cease, and each country would be reduced to the primitive state of existing on its own manufactures and products. Even if such a course were beneficial to the individual countries, which may be denied, in the present developed state of international commerce it would be impossible of fulfilment. Moreover, it would be inimical to the interests of such countries as Germany and Japan, which attach great importance to the development of their foreign commerce and would by no means welcome a state of affairs which deprived them of their export trade. Evidently the principles of the "decadence" can only have a very limited application—an application limited by the necessities of the export trade. A country which finds its export trade decreasing is naturally compelled to limit its output, the labour not required in the branches of industry affected being naturally turned to the manufacture of those articles which it before found it to its advantage to import. Thus both exporter and importer would be injured by a policy of import checking, if such a course were possible. The only sound economic principle on which Free Trade may be defended is that it promotes in each country the production of those articles for which the resources and the mental proclivities of the people are best suited. In these is the national increase in the wealth of a country to be found. To turn such labour into other channels by artificial means is like the hoarding of money, which leaves the richer neither the possessor nor the world. The practice of national economy, however, is quite another question. A private individual who finds his income will not allow him to drink champagne can hardly be accused of import checking if he substitutes beer, and what applies to individuals applies to nations. A nation has no more justification for running into debt by extravagant living than the private citizen, and inasmuch as the individual citizens as units form the nation as a whole, economy as practised by them is misinterpreted edict issued by the late Emperor of Japan in regard to national economy seems to have been directed towards this end, and in no country perhaps is national economy more necessary. Then again there is undoubtedly in Japan an extraordinary preference for foreign goods, founded primarily on doubt on the inferiority of the native production, but tending to become a craze. When shopkeepers find it to their interest to recommend an article as foreign-made, and manufacturers to their advantage to decorate their goods with imitations of foreign labels, it may be guessed that the craze for foreign goods has passed beyond the bounds of quality. It is no doubt true that Japanese goods in many cases have something to be required in this respect, which would suggest that the proper way to increase the sale of home-made goods would be to improve the quality. If the foreign and home-made article are of the same quality and even of the same price, the person who prefers the article made in his own country is perfectly justified in his choice, while in the case where the home-made article is inferior but cheaper, the immediate state of his purse may lead him not unwisely to choose the latter. It would certainly, however, not be true economy for him to purchase an inferior and higher-priced article solely on the ground that it was home-made. It will thus be seen that both in regard to the improvement of foreign trade and the growth of the national economy a middle course must be steered to avoid danger. To improve the foreign trade returns by checking imports, which the extremists in Germany and Japan advocate, is to kill the goose that lays the golden eggs, since it tends to deprive international commerce of its raison d'être. In the same way the entire substitution of home-made articles for foreign ones would not only tend to injure that interchange of articles which is the basis of foreign commerce, but would prove of no benefit to the national economy, even if it enriched a few individuals.

One fatal Chinese case of diphtheria and one fatal case of scarlet fever were the only cases of communicable disease reported in the Colony last week.

Among the local men who have recently left to join the front are the two sons of the Hon. Mr. W. C. Chatham, C.M.G., Mr. P. Shewan, Mr. G. M. Poyall, and Mr. A. R. Ellis.

THE WAR.

[THROUGH REUTER'S AGENCY.]

THE STRUGGLE IN FRANCE AND BELGIUM.

COMPARATIVE CALM STILL MAINTAINED.

LONDON, November 22nd.
5.15 p.m.

To-day's Paris communiqué says:—

Yesterday passed calmly along the entire front. There were only intermittent bombardments from the North Sea to the Oise. Our artillery was generally more active than the Germans, and our batteries succeeded in demolishing several lines of German trenches. The enemy are now constructing fresh trenches at their rear.

The day was equally calm along the rest of the front.

YPRES VIOLENTLY BOMBARDED.

LONDON, November 23rd.
2.15 a.m.

The Paris evening communiqué says:—

The Germans violently bombarded Ypres on Sunday, and the markets and Town Hall were destroyed.

There was a rather heavy cannonade in the region of Soissons and Vailly. Elsewhere there was nothing noteworthy.

[TELEGRAMS FROM THE FRENCH GOVERNMENT, VIA PEKING.]

On the 18th, there was no cannonading by the Germans in the vicinity of the sea in the northern region. On the contrary, the Allies' artillery caught the German batteries east of Nieuport. All the Yser canal area east of Dixmude is flooded. In front of Ramscapelle the Allies took from the water two German mortars of 165 mm. which had been abandoned. The weather is very bad and snow is falling fast.

No important action has taken place from Arras to Noyon.

From Noyon to Rheims intermittent cannonading has taken place. The French artillery destroyed two German positions which were constructed with earthwork, and also bombarded German ammunition trains.

Three vigorous attacks by German infantry were repulsed in Argonne. The Germans have re-occupied Chauvencourt and part of the barracks, which they had previously blown up. On the east the French troops have progressed slightly.

On the 20th, there were no German infantry attacks from Nieuport to the south of Dixmude, and the Allies' artillery gained a real advantage over the enemy's batteries. The Germans at Holbeke attempted two attacks with their infantry, but they were immediately repulsed by the French batteries.

The advantage gained by the French batteries over the enemy in the Aisne and Rheims districts is more accentuated than before.

The French blew up in Argonne numerous platoons of German soldiers and also exploded mines, killing many Germans.

The French also took up an important strategic position on the hills near Verdun, causing two German batteries to be damaged and to cease their fire.

In the Vosges region they also carried a blockhouse and built new trenches. This line of trenches is only from 10 to 30 metres distant from the German trenches at several points.

THE RUSSIAN ADVANCE.

STEADY PROGRESS MAINTAINED.

LONDON, November 23rd.
3.35 a.m.

An official Petrograd message states that fighting on the Vistula and the Warta continues with supreme determination.

There has been no essential change along the Czenstochowa-Cracow front.

The Austrians in Galicia have evacuated New Sander under Russian pressure.

[New Sander (or Nowy Saz) is a town on the Dunajec and has an important trade with Hungary. There are iron mines in the vicinity.]

OUTPOST AFFAIR IN EGYPT.

BIKANIR CAMEL CORPS RENDERS GOOD SERVICE.

LONDON, November 23rd.
1.10 a.m.

The Official Press Bureau states that in a small affair between outposts in Egypt, the Bikanir Camel Corps fought well, and killed a number of the enemy. Thirteen of the Camelry are missing.

DE WET'S COMMANDO REDUCED TO TWENTY-FIVE MEN.

LONDON, November 23rd.

An official message from Pretoria states that the Loyalist troops are hotly pursuing De Wet and 25 men who are all that remain of his Commando.

WOLVES IN A BATTLE.

INCIDENTS OF THE FIGHTING AT AUGUSTOVIC.

A Russian stretcher bearer who was wounded by shrapnel in the woods at Augustovic describes the desperate German attempts to drive back the Russians, each of which attempts cost several hundred lives. The fighting took place in dense fog. On several occasions the

Germans advanced right up to the muzzle of the Russian guns. During the fighting a pack of wolves was continually hovering round, pouncing upon the dead and wounded and devouring them. The stretcher bearers frequently fired on the wolves and drove them off, but they returned to their hideous work. Shots were heard close at hand and a Uhlan was despatched with his hand and a tree shooting at wolves which were tearing to pieces a wounded comrade.

MISSIONARY WORK IN SOUTH CHINA.

The following interesting account is culled from the 1913-1914 Report of the Church Missionary Society:—

The country around Canton was in a very disturbed condition during a great part of the year 1913. A steamer on which Miss Dunk, a C.M.S. missionary, was travelling, was boarded by some 60 pirates under the guise of passengers while proceeding up the West River, and the ship's officers owed their lives to Miss Dunk's knowledge of Chinese, and to her courage and tact, which enabled her to dissuade the pirates from the violence which they meditated. Miss Dunk was afterwards presented with a Bible and a clock by the Colonial Government in recognition of her services.

Again, the new Training College for the diocese of Victoria was attacked by robbers, who decamped with bags full of stolen goods, including Mrs. G. A. Bunbury's wedding ring, which was drawn from her finger. A second attack three days later by a larger force of robbers was foiled.

The movement towards union which has been so conspicuous since the Edinburgh Conference has led in Kwangtung to the formation of a Protestant Christian Council for the province, united services or prayer meetings, which have been held for many years by the missionaries in Canton, are now felt to have acquired fresh importance, and numerous concerted measures have been planned for the systematic evangelisation of the city. At Pakhoi the three missions working in that city—American, German and English—joined in a ten days' evangelistic campaign in 1913, while arrangements have been made to hold weekly a combined evangelistic meeting in the C.M.S. mission hall.

The work of the Divinity College was carried on at Shekpaai, five miles from Canton, during the early part of 1913, but after the attacks by robbers, recorded above, the new premises were left under the protection of some government soldiers, and a rented house on the outskirts of Canton was procured for the accommodation of the Divinity students and the boys of the middle school, which also is carried on at Trinity College. One of the students, the Rev. Ha Pa Wan was admitted to Priest's orders by Bishop Lander, and another was ordained Deacon in British North Borneo. St. John's Hall, the C. M. S. Hostel in connection with the Hongkong University, had 44 students, as many as could be accommodated.

St. Paul's School, at Hongkong, a middle school, which began in 1900 with 18 boys, now has more than 300 names on its roll. Three of the masters and eight of the boys were baptised in May, 1913, and many more are desirous of openly confessing Christ in baptism. In order to encourage a missionary spirit in the school, an address was given on the work and opportunities in the Tsangshing district, east of Canton, where the need for retrenchment had lately led to the closing of six schools. The boys were not asked to do anything, but a few days after the address they went to the Rev. A. D. Stewart, the principal, and expressed a desire to help. A Committee was formed, and an "Our Own Schools" fund opened. Within a few days the lads had collected more than £5, and had received promises of regular monthly subscriptions amounting to £3.

There are about 60 pupils in the Boys' Boarding School at Canton, a junior school which serves as a feeder to the mission middle school in that city. At St. Stephen's House, Hongkong, there were about a dozen Biblewomen being trained, one of them sent from Honolulu. Besides the class composed of accepted candidates for evangelistic work there are two other classes in the institution, one consisting of women, most of them sent by their husbands who desire some Christian training, and the other of those who enter to be prepared for baptism. At St. Stephen's Girls' College the number of pupils rose to more than 100, and examination results were again good, eight of the nine girls who sat for the Oxford Local Examination being successful. A daily Bible lesson is given in the school, and in addition about half the girls voluntarily attend Sunday school. The number of inmates of the Victoria Home, Kowloon City, rose to 80. Six of them were married during the year, three of them taking up work as school teachers. Another, married to a Catechist, was seized by a band of armed robbers when on her way to her new home, and nothing was afterwards heard of her. Many of the new officials at Pakhoi showed themselves in sympathy with the work in the mission hospital in that city, and the patients were more ready than before to submit to operation. A number of the inmates, having attended services and classes regularly for three months and evincing a definite desire to learn more of the Gospel, were admitted to the catechumenate. Sixteen men and nine women were baptised at the leper asylum; thirty-one of the inmates were confirmed; and two lepers were admitted as lay readers. A dispensary was opened with a student from Pakhoi in charge, at Onpo, a town which has the reputation

of being "mad upon idols." At Liem-chow between 2,000 and 3,000 patients were treated, some paying several visits; and several put themselves under instruction.

Evangelistic work in the Canton district was handicapped by the lack of Chinese agents, who were too few in number to cope with the many opportunities, especially in the neighbourhood of Tsangshing.

There is, too, an open door among students at Canton, where the Rev. W. H. Hewitt, while in the city for language study, got into touch with a number of men. He mentions an interesting inquirer at Hongkong, a Japanese Buddhist priest who visited China at the expense of some Buddhist body, but while in Shanghai became interested in Christianity to such an extent that he resigned his salaried position in his mission and applied for baptism.

The size of the mission makes the task of shepherding the converts very onerous. One illustration will suffice. In 1913 the old Canton-Shihing Pastorate was divided into four, two of the new pastorates being placed under Chinese clergymen, and two under Europeans until such time as Chinese pastors shall be forthcoming.

One of these pastorates, a comparatively small portion of the original district, covers an area of 1,500 square miles, and contains 690 towns and villages, with an aggregate population of 400,000. In the south-east portion of the pastorate are thirteen churches, most of them converted ancestral halls, to which between 600 and 700 baptized people are attached. Several incidents are recorded which speak well of the converts. Here is a man discovered to be stricken with leprosy. The people of his village urge him to have recourse to a famous idol, but he refuses indignantly, saying, "I would not go if you gave me a load of money. I have God to help me; why should I ask anything of senseless idols?" Here, again, is an inquirer seized with bubonic plague. Her husband proposes heathen rites, but she almost forces him to his knees to pray to God for her recovery—a prayer which was answered. Another cheering sign is the zeal of some of the Christians in preaching the Gospel. At Hongkong evangelistic meetings are sometimes conducted on Sunday evenings by Chinese gentlemen; while at Shek Kai, already mentioned, four shopkeepers hold weekly meetings in their places of business after closing hours, as a result of which several assistants of one of them have asked for baptism.

THE LATE MR. J. L. CHALMERS.

BURIAL TO BE IN HONGKONG TO-DAY.

In the death on Monday last, at Hart Road, Shanghai, of Mr. James Legge Chalmers there is lost to the sum of British character and competence in the Far East in general, and to the Maritime Customs service of China in particular, a personality who, during well nigh forty years of service to a foreign country, stood for the things that count as best in our own national life.

His father, the Rev. Dr. John Chalmers, for many years resident in Hongkong, was in the first rank of scholars as a distinguished mathematician, and there have been few non-Chinese whose attainments in the Chinese written language could rank with his in respect of accuracy and a far-reaching research, the results of which, as seen in his published works, are within their own sphere, monumental. Mrs. Chalmers was highly esteemed in this Colony and in the nearer coast port communities in virtue of a grace and charm of personality that gained for her troops of friends.

Mr. J. L. Chalmers, the eldest of their three sons, joined, in early life, the Chinese Customs service, and was for a time a member of the staff at Canton, gaining also at other ports experience of his work.

One of the turning points in his life was an appointment to Corea, as the assistant of Mr. J. McLeavy Brown, who went to that country as Financial Adviser to the State, and who selected Mr. Chalmers to accompany and serve with him in a post of outstanding importance, to which were attached duties of singular complexity and difficulty requiring for their right discharge the highest skill and acumen. The later years of Mr. Chalmers were spent in Shanghai in the Statistical Department, of which on the retirement of the Commissioner, six years ago, he became chief.

Interment is to take place in the family grave, at the Protestant Cemetery, Happy Valley, to-day, 24th inst., at 5 o'clock in the afternoon. Friends desiring to attend the funeral are requested to assemble in the mortuary chapel at the Cemetery by 4.35 p.m.—Communicated.

THE LATE LORD ROBERTS.

LOCAL REFERENCES.

At St. Peter's Church, West Point, on Sunday morning the Bishop of Victoria preached a sermon mainly on the life and character of the late Lord Roberts. Having referred to his splendid services to the nation in India, Afghanistan, and South Africa, the Bishop spoke of his undying zeal during his old age, to arouse the British people to their sense of duty to defend their country. He said that the life of Lord Roberts illustrated many of the essential elements of a truly successful life. He referred to his industry, to his power of concentration and particularly to his moral character. It was because the troops knew him to be a good man that they would cheerfully follow him anywhere. The Bishop also spoke of his religious faith, and the fact that he had commended the reading of the Bible to the soldiers as well as recommended the habits of temperance and self-control. It was fitting, that the people of London should have given him such a funeral, as "probably had not been accorded to any subject since the death of the Duke of Wellington."

ENLISTMENTS FOR NEW ARMY.

VOLUNTEERS FROM HONGKONG.

His Excellency the Governor has decided to send home at the expense of the Colonial Government, volunteers for service with units of the new Army, up to about 60.

A further notice will shortly be published and circulars forwarded to those who have already registered their names, giving full particulars.

RE-OPENING OF HONGKONG STOCK EXCHANGE.

The Hongkong Stock Exchange re-opened yesterday, and on page 8 will be found the revised quotations. A considerable slump is shown in some local stocks, though the quotations for the majority show but a moderate decline, having regard to the existing circumstances. Buyers are in the market for many stocks at the new quotations.

FOOTBALL.

The following Naval Teams have been selected to play in a Rugby Fixture at Happy Valley to-day at 5.15 p.m. —

WIRRES: Homeyard, Sub-Lieut. Stopford, Sackville, Homeyard, Campbell and Cleary; Jenkins, Adams, Lieut. Wiles, Engineer Lieut. Blackie, Lieut. Henderson, Asst. Paymaster Jelley, Evie, Macdonald, Cave and Duke.

COLOURS: A. N. Other; Reynolds, A. N. Other; Seale and Grimmett; Perkins; Swan; Davies, Saunders, Thompson, Purchase, Booley, D. S. Windle, P. R. Haps and A. N. Other.

COMMERCE WAR.

A fantastic article, dated Kiel, enlivens the subsidised columns of the official *North German Gazette*. It deals with "England's ineffective war on Germany's world-commerce." Here are some selected gems: —

"The English business world is shaken to its foundations. All the beautiful plans for the conquest of Germany's world trade, which were to be carried out with that brutality of which only the English pedlar's soul is capable, have vanished in thin air. German manufacturers, merchants, and shippers have only ridicule and contempt for English threats."

"Germany is economically and financially armed to wage war on all sides until her political and commercial future is gloriously and effectually guaranteed. England is only one of our enemies, although she is the one whose overthrow is necessary above all else."

"The trade of Hamburg and Bremen, as far as over-sea business is concerned, is disturbed. Their ships lie idle in harbour, but they will not be sold. If the English and the Russians sink a hundred German merchant ships, we shall after the peace be able to build two hundred new ones at the cost of our defeated foes."

"The mistress of the seas cannot even guard the routes to her own harbours. The surprise which German cruisers bring forth from day to day astonish the whole world."

"The military power of England will be broken in France. Her maritime supremacy is paralysed by the preeminent ability of Germany's naval forces. England's economic position will collapse as soon as her herds of mercenaries are defeated by Germany's victorious soldiers and sailors. When England's fateful hour strikes we shall have plenty of use for our merchant ships."

THE UNSUSCEPTIBLE LONDON SCOTTISH.

NO SOUVENIRS FOR LADIES.

However great may be the political consequences which this war will bring, one thing is certain: it will leave its trace on the English language in French.

What will this greatest war of all give us? asks a Paris correspondent. After only eight weeks it is too early yet to say. Souvenir, perhaps, was not a word that was never before came over. He knows all about it now. It is to that tune that his great-coat came to be fastened with safety pins instead of buttons. The word has already become one of the little jokes that the British troops exchange along the road. The London Scottish the other day marched past a party of Army Service Corps men looking almost infinitely neat in their beautifully draped kilts and their immaculate spats.

"Souvenir, souvenir," called out the road-stained men of the supply column, who had not had a shoulder bag between them for weeks, holding out plaintive palms. The London Scottish smiled broadly and marched on. They are far too proud of their kit to part with a single gaiter button, and all the wiles of the distractedly admiring maidens of the French villages through which they pass do not succeed in wheedling a thread out of the whole battalion. In fact, the London Scottish have quickly made for themselves a similar position to that held by the Mounted Riflemen with their "nuts" of the British Expeditionary Force, and if you can find one gonglary in a whole company that is not set at an identical angle as all the rest, with the point two inches above the right eyebrow, you may be sure that its wearer will have a terrible shock when his sergeant draws his attention to it.

The drawbacks of ignorance of the tongue spoken by the people among whom you live must have been keenly felt by the two English privates—one of them the chauffeur of a well-known Parisian—when they were seen belonging to a very pretty French girl to shell peas and conversing with an open dictionary between them.

WAR NEWS.

TALES FROM THE TRENCHES.

BOOT FOR A BOSCH.

GERMANS HALF-HEARTED OF LATE.

The following was communicated last month by an eye-witness present with General Headquarters: —

Up to September 21st the air mileage made by our airmen since the beginning of the war amounted to 8,000 miles, an average of 2,000 miles per day, the total equalling nearly four times the circuit of the world. The total time spent in the air was 1,400 hours.

There are many points connected with the fighting methods of either side that may be of interest.

The following description was given by a battalion commander who has been at the front since the commencement of hostilities, and has fought both in the open and behind entrenchments. It must, however, be borne in mind that it only represents the experiences of a particular unit. It deals with the tactics of the enemy's infantry.

The important points to watch are the heads of valleys and ravines, woods—especially those on the sides of hollow ground—and all dead ground to the front and flanks. The German officers are skilled in leading troops forward under cover, in closed bodies, but once the latter are deployed and there is no longer direct personal leadership the men will not face heavy fire. Sometimes the advance is made in a series of lines, with the men well opened out at five or six paces interval; at other times it is made in a line, with the men almost shoulder to shoulder, followed in all cases by supports in close formation. The latter either crowd on to the front line is checked or crowd on to it, moving forward under the orders of the officers, and the mass forms a magnificent target.

BISCUIT-BAG WHITE FLAG.

"Prisoners have described the fire of our troops as pinning them to the ground, and this is certainly borne out by their action. When the Germans are not heavily entrenched, no great losses are incurred in advancing against them by the methods in which the British Army has been instructed. For instance, in one attack over fairly open ground against about an equal force of infantry sheltered in a sunken road and in ditches, we lost only ten killed and sixty wounded, while over 400 of the enemy surrendered after about fifty had been killed. Each side had the support of a battery, but the fight for superiority from infantry fire took place at about 700 yards and lasted only half an hour. When the Germans were wavering some of them put up the white flag; but others went on firing, and our men continued to do the same. Eventually a large number of white flags, improvised from handkerchiefs, pieces of shirt, white biscuit bags, etc., were exhibited all along the line, and many men hoisted their helmets on their rifles."

"In the fighting behind entrenchments the Germans endeavour to gain ground by making advances in line at dusk or just before dawn and then digging themselves in in the hope, no doubt, that they may eventually get so near as to be able, as at manoeuvres, to reach the hostile trenches in a single rush. They have never succeeded in doing this against us. If by creeping up in dead ground they succeed in gaining ground by night they are easily driven back by fire in the morning. A few of the bravest men sometimes remain behind, at ranges of even 300 or 400 yards, and endeavour to inflict losses by sniping. Sharpshooters, also, are often noticed in trees or wriggling about until they get good cover. The remedy is to take the initiative and detail men to deal with the enemy's sharpshooters."

HALF-HEARTED FOR.

"A few night attacks have been made against us. Before one of them a party crept up close to the British line and set alight a haystack, so that it should form a beacon on which the centre of the attacking line marched. Generally, however, in the night and early morning attacks groups of forty or fifty men have come on, the groups sometimes widely separated one from another and making every endeavour to obtain any advantage from cover. Light-balls and searchlights have on some occasions been used. Latterly the attacks have become more and more half-hearted. Against us the enemy has never closed with the bayonet."

"The German trenches I have seen were deep enough to shelter a man when firing standing, and had a step down in rear for the supports to sit in. As regards our own men, there was at first considerable reluctance to entrench, as has always been the case at the commencement of a war. Now, however, having bought experience dearly, their defences are such that they can defy the German artillery fire."

On the lighter side of the picture is the following anecdote, which is current, though its absolute truth is not vouched for. On a recent occasion a British cavalry subaltern who was cut off from his men hid in the edge of a wood by a road. It was not long before he saw an unsuspecting armed German soldier patrolling the road. He could have shot the man without warning, but felt that it would be akin to murder to kill him in cold blood. In order to instil a little of the spirit of combat into the affair, therefore, he crept out of cover, ran up behind the "Bosch," as our Allies would call him, and gave him a ferocious kick. Instead of showing fight the startled and pained German gave a yell and ran for dear life, leaving the subaltern laughing too hard to shoot.

PRESS GANGS AT WORK.

FORCIBLE ENROLMENT OF LUXEMBOURGERS.

A telegram to the *Temps* from Basle says that, according to a letter from Luxembourg, the German authorities have forcibly enrolled Luxemburgers aged from eighteen to thirty-five and sent them to the armies operating against Russia.

MAJOR'S DASH.

A CYCLE RIDE WITH ONE FOOT WOUNDED.

As the fighting flows back more or less along the line of the retreat, wrote a correspondent in France early last month, it recalls to the people many episodes which in the stress of that first period had been forgotten, or at least untold. Walking eastwards I have heard a strange variety of tales of individual heroism and endurance. One of them was told me by a farmer and merchant with whom I have some acquaintance, and his family were the good Samaritans, as I say, I think, rely on the details.

The hero was a British Major of Hussars. He had gone forward on a special mission of observation towards the enemy's lines west of —. He acquired information of importance, but the advance of the enemy was quick and he was badly shot just below the ankle. He had chosen for his work a "push" bicycle as the most trustworthy machine, and in spite of his wound he set off towards a distant rendezvous that he had made.

In the course of his ride his foot became so painful and inflamed that he had to remove the boot. Later he found it necessary to rig up a sort of sling for the foot by means of string and stuff wrapped round his body and under the shin. He could now pedal with only one foot, but in spite of all difficulties he rode his machine twenty miles in all, when he began to feel he could not get much farther, and seeing a light in a farm-house knocked at the door. But the people were too frightened to take in a soldier. They had heard that to house one rendered the house liable to be burned and themselves shot.

The major was therefore forced to struggle on again. How much farther I do not know, but finally at four in the morning he stopped and made himself as comfortable as he could with the prop of the wall of a house at the outskirts of a village.

The niece of the farmer, who told me this story, lived in a neighbouring house. She happened to wake early, and, looking out of the window, saw indistinctly the form of the half-recumbent soldier. She called a maid and together they went out. The major was carried into the house and his foot dressed. But he refused to see a doctor and said that the one thing he wanted was to be conveyed at once to his rendezvous in Lille. His hosts, carried out his wishes. A carriage was procured and he was driven, in a greatcoat covering his uniform, to the spot desired and there concluded what he had set out to do.

MARSH LIGHTS.

HOW GERMANS ESCAPED IN THE SWAMPS.

Another instance of the almost incredible preparations made by the Germans, through the agency of spies, for the present war is illustrated by a story which has been brought back to Paris by M. Léon Bourgeois, the senator of Marne, from a visit which he paid to his department.

It will be remembered that it was expected that the Germans in their retreat across Marne would suffer great loss by being driven into the marshes of Saint Gond, which are practically impassable to people unfamiliar with the paths. When the German retreat began the French carried out a cunning movement which had the desired effect of compelling the Germans, with their artillery, to retreat into the marshes. The enemy was followed by shell fire, and then the French infantry advanced, expecting to find most of the enemy engulfed in the swamps.

They were rewarded by securing a certain number of guns and prisoners, but not nearly so many as had been expected. It was clear that large numbers of the Germans had been able to get across the swamps in safety. How they had done so was at first a mystery. An examination of the marshes revealed, however, that at regular intervals there lay along certain lines across the bog little piles of slates. So small and inconspicuous were they that at first it seemed hardly possible that they should have served as marks to guide the passage of an army, particularly as part of the German retreat had been carried out at night, when these little slate cairns would be quite invisible. But when night came the French scouts who had penetrated into the marshes noticed a curious thing. Every one of those little piles of slates began, as darkness deepened, to glow with a dim light. They were examined more closely, and then it was found that they had all been covered with phosphorescent paint, and the irregular lines which they marked was that of the solid ground among the swamps along which a narrow column of troops and even of guns could pass in safety.

Evidently the whole of this dangerous district had been carefully surveyed and mapped out. The prefect of the department remembered that some months ago a party of German engineers had come to the authorities with a proposition that they should be allowed to examine the district and establish a peat-cutting industry if their researches showed that it would be profitable. Permission was given readily enough, and the German engineers disappeared into the marshes, where for several weeks they worked undisturbed. Then they came back to the authorities of the department. "It is too early yet to give a definite opinion," they said, "but we will return to Berlin and consult our principals and we may come back shortly."

METHODS OF THE HUNS.

CHILD HOSTAGES IN THE TRENCHES.

M. Torry ex-deputy for the Aisne, who returned to Paris from Soissons last month, relates that the Germans in some cases have taken children as hostages into their trenches in order to oblige the inhabitants to supply them with food. Others forced women to march before them against the Allies, but when they came in contact with the latter the women shouted "Never mind! Fire all the same!"

"WHY WE LOVE OUR OFFICERS."

COLONEL'S GREAT DEED.

A British motor-car driver at the front sent home the following description of how a British colonel risked his life to save a wounded French interpreter.

He was driving a motor-car containing an officer with despatches and an interpreter through a district "where the booming of a gun shakes the apples from the trees." The interpreter, having left his maps behind, lost his way, and was sent to inquire at a cottage.

He immediately rushed out, having found Germans inside, and was wounded by them. He fell in the road and crawled into a ditch.

The Germans came out (writes the driver) and I stopped them all right with my rifle. "I have no rifle. You are a fine shot. Keep me covered and I'll get him. If I fail, deliver the despatches yourself."

So spoke a British colonel (wonder if he minds me putting his rank) who was on his way to give his life, if necessary, for a French private soldier. "God bless you, sir, and good luck," and with the words to the Almighty leaving my lips I dropped another, absolutely could not miss, for they were heaped in the safe hampering their own movements. At only those who have recharged a magazine in similar circumstances can realise how long it seems before the last cartridge is pressed home, and although a very cold morning, I was now covered with sweat, yet cool and collected. "I'm positive I only missed once, and I fired till there was not a man in sight, at least on his feet."

THAT AWFUL MASS.

I can see even now, as I sit here writing, that awful mass in the gateway. But they were not finished, for a volley greeted the appearance of my officer's head from the wood, and he being much fired down the road this allowed them to fire at him, at the same time being out of my sight. I just caught one chap who appeared from an upper window, and as I fired there came another volley at the other, but I did not see him, as I was busy myself at the moment. Then I saw his side; he had taken cover from a fallen tree trunk and crawled under its cover half-way across the road.

But to get to the interpreter he has to go about three yards from the protection thus offered him. He gives one lightning leap, seizes my friend, and literally throws him into the wood. I hear the crash from my position, and then he again drops back under the trunk. Judging by the terrific volley at the moment he must have been filled with lead had he been a second later, and even now I would dearly love to examine that tree trunk, for no-nutmeg-grater ever had more holes in it.

Anyhow, he got clear just as a relief arrived from a distant outpost, who had heard the firing, and seeing the car had guessed the cause. I explained to the sergeant in charge the best position to place the men in the wood to cover our retreat, and a few minutes after they left my officer appeared with poor Francois, who, although now able to limp, looked nearly dead. I carried him to the car and then dressed his wounds to the best of my ability.

"JUST A BEASTLY FUSS."

That finished, I told the officer that I intended reporting his brave act, and as we drove off I was astounded to hear him forbid me to mention a word about it. This I also heard him impress on the Frenchman, who, judging by the look in his eyes, would obey any order ever coming from that officer again, even at the risk of his life. It wasn't my place, but I could not help telling him that it must leak out. "Oh, no, they make just a beastly fuss about it, and, really, having a tree for cover, there was no risk; anybody would have done the same. So until something does occur that really is dangerous, I order you to say nothing about it."

"We took my poor little chum to the church, which was turned into a temporary hospital; and on leaving quite a crowd of small children had assembled with the perpetual cry, 'Souvenir.' "Get me a knife, sergeant; they can have these buttons, this tunic, this gun now, and I have another at headquarters. That's right. Give them to me. Now then, kiddies, scramble!" and that's why we love our officers.

11 SONS AT WAR: 3 DEAD.

MOTHER'S CALL TO SOLDIER TO Avenge HIS BROTHERS.

One of the French engineers attached to the flying base at Romigny received last month a letter from his sisters and a touching message from his mother, who has lost eight out of her eleven sons in the war. This letter, with its simple appeal to the remaining sons to continue to do their duty to the country and to the son to go and avenge the deaths of his brothers, had been included in the orders of the day and read to the troops as a noble example. "I learn that Charles and Lucien died on August 28th; Eugene is badly wounded. As for Louis and Jean, they are dead also. Ros has disappeared. Mamma weeps. She says that you are strong and will go and avenge them."

"I hope that your officers will not refuse. Jean had the Legion of Honour. Follow him. They have taken all of us. Eleven went to the war. Eight are dead. 'My dear brother, do your duty. That is all that is asked of you. God has given you life. He has the right to take it again; it is mamma who says it.'"

"We embrace you with a full heart and we wish greatly to see you again. — Your Sisters."

THIEVING GERMAN OFFICERS.

JEWEL CASES AND CELLARS EMPTIED.

German officers have pillaged the Château Montmort, at Chalons-sur-Marne, which was occupied at the beginning of September by a number of staff officers. All the cupboards were forced open and ransacked, jewel cases were emptied and part of the silver and linen was stolen. The cellars were emptied.

SUPREME COURT.

IN CRIMINAL JURISDICTION.

Monday, November 23rd.

BEFORE THE CHIEF JUSTICE, SIR WILLIAM REES DAVIES, K.C.

A MURDER CHARGE.

Teang Kun Po was charged with the murder of Tang Chun at Kamtin on October 8th. He pleaded not guilty.

The jury was composed of Messrs. J. Hyde (foreman), A. Leach, H. F. Hickman, F. Soares, P. F. da Cruz Prata, R. Lapsley and W. F. Ford.

Mr. P. M. Hodgson, Crown Solicitor, represented the Crown, and Mr. C. G. Alabaster (instructed by Mr. Baker, of Messrs. Ewins & Needham) was for prisoner.

Mr. Hodgson explained that deceased was the younger brother of the accused, both of whom lived in Kamtin Hui, a village in the New Territory, with their families. Apparently the families were not on very good terms, and the evidence went to show that the wife of each brother quarrelled. On October 8th, prisoner, with his son, went to the deceased's house, taking a long pole. Prisoner assaulted deceased, hitting him with the pole a number of times, and he died shortly afterwards. The medical evidence would show that death was caused, at any rate accelerated if not caused, by the pole. Counsel added that if the prisoner assisted the son to inflict the injuries he was just as guilty as if he had done it himself.

The wife of deceased gave most peculiar evidence. She said that the prisoner's wife heard deceased "screaming" witness, saying that she "had the countenance of a demon." The prisoner's wife, thinking the abuse was intended for her, reported it to her husband, who returned and assaulted witness' husband with a carrying pole. Witness then caused amazement by adding, "It was not very much. He (prisoner) made a mistake. He did not strike him purposely. It was an accident, that is all."

Mr. Hodgson asked—How many times was deceased struck?

Witness' reply was—Suffice it to say that my husband was killed accidentally. Mr. Hodgson repeated his question, whereupon witness replied that two or three blows were struck, "but it was all accidental."

Questioned as to the identity of the police sergeant whom she called to the scene of the affray, witness failed to identify the officer in Court, explaining that on the date in question she "could not see him because of her tears."

After hearing further evidence the jury found prisoner guilty of manslaughter, and he was sentenced to six months' hard labour, sentence to commence from October 10th.

BEFORE THE PUTING JUDGE, MR. H. H. J. GOMPERTZ.

FIVE YEARS FOR VITRIOL THROWING.

Wu Fat was charged with throwing corrosive fluid, to wit, oil of vitriol, at one Leung Yau with intent in so doing to burn the same and to do some grievous bodily harm on October 16th. Prisoner pleaded not guilty.

The following jury were empanelled—Messrs. A. A. Claxton (foreman), G. Martin, J. W. Paton, P. R. Murray, C. Tetze, A. Course, and G. B. Colson.

The Attorney-General (Hon. Mr. J. H. Kemp), who prosecuted on behalf of the Crown, said that the facts of the case were simple, and the inference of prisoner's guilt was clear. On the evening of October 16th, about 9.30, two girls, one of whom was Leung Yau, came out of a brothel, when prisoner walked up behind, threw something at Leung Yau, and then ran away. Before he ran away the other girl noticed a small bottle in prisoner's hand. Prisoner was chased and was caught upstairs in another house. On his clothes was found what eventually turned out to be oil of vitriol. The same appeared on the girl's clothing, in which holes were burned. Prisoner was employed at a factory at Mongkok where oil of vitriol was used, and he was therefore cognisant of its destructive possibilities. Prisoner had raised no defence of any kind, and when charged at the police station merely remarked, "I have nothing to say." The jury might be faced with two superficial difficulties: motive and intent. There was no evidence as to motive, which might have been jealousy, and the intent was fairly obvious, for prisoner was fully aware of the properties of vitriol. The fact of throwing vitriol on a human being had only one inference; that the intention of the thrower was to do harm to the person at whom it was thrown. And if it was thrown at the wrong person that did not absolve the thrower from the consequences of the action.

Mr. Frank Browne, Government Analyst, spoke to examining some garments on the 17th of October. On them he found oil of vitriol or sulphuric acid. One set of garments belonged to the prisoner, and the other to the girl. The bottle produced contained oil of vitriol, which was a corrosive fluid and would eat through clothing and flesh, and cause serious injury.

Replying to his Lordship Mr. Browne said that vitriol was principally used in soda water factories and also for dyeing purposes.

After hearing evidence, the jury unanimously found prisoner guilty and he was sentenced to five years' hard labour.

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Reserve Funds ... " 3,700,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENCIES.

Amoy	Kinkiang	Shanghai
Batavia	Kobe	Singapore
Bombay	London	Swatow
Canton	Manila	Taihu
Cebu	Moji	Tainan
Dairen	Nagasaki	Takow
Foochow	Nowchwang	Tamsui
Hankow	New York	Tokyo
Kagi	Ozaka	Yokohama
Keelung	San Francisco	Etc.

HONGKONG OFFICE,
3, DES VOEUX ROAD.

Interest allowed on Current Accounts. Deposits received on terms which may be had on application.

K. TSUDZURABARA, Manager.
Hongkong, 10th October, 1914. [1311]

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital ... \$15,000,000
Reserve Funds—
Sterling ... \$1,500,000 at 2/-—\$15,000,000
Silver ... \$15,000,000

Reserve Liability of Proprietors \$15,000,000

COURT OF DIRECTORS.

HON. MR. D. LANDALE—Chairman.
W. L. PATTERSON, Esq.—Deputy Chairman.
S. H. DODWELL, Esq., P. H. HOLYOAK, Esq., G. T. M. ELLIOTT, Esq., J. A. PLUMMER, Esq., C. S. GUBBY, Esq., Hon. Mr. E. Shellim

CHIEF MANAGER: Hongkong—**N. J. STABB.**

MANAGER: Shanghai—**A. G. STEPHEN.**

LONDON BANKERS: LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of $\frac{1}{2}$ per cent. per annum on the Daily Balance.

On Fixed Deposits.

For 3 months, $\frac{1}{2}$ per cent. per annum.

For 6 months, $\frac{3}{4}$ per cent. per annum.

For 12 months, 1 per cent. per annum.

N. J. STABB, Chief Manager.

Hongkong, 11th November, 1914. [15]

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorized Capital ... \$1,500,000
Subscribed ... " 1,250,000
Paid-up ... " 562,500
Reserve Fund ... " 465,000

BANKERS: BANK OF ENGLAND, and LONDON JOINT STOCK BANK, LIMITED.

Every description of Exchange business transacted.

INTEREST allowed on Current Account at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

A. E. LINTON, Manager.
Hongkong, 10th July, 1913. [144]

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"NAGOYA"

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
 Hotel Mansions (First Floor), opposite the Blake Pier.

SHIPPING

ARRIVALS.

ANTILLOCHUS, British str., 5,800, Flynn, 22nd November—Liverpool 10th November, General.—Butterfield & Swire.

FUMUJI MARU, Japanese str., 3,087, H. Chishaki, 23rd November—Mojji 17th November, Coal.—Mitsui Bussan Kaisha.

HONGKONG, French str., 739, Marquerite, 21st November—Haitiway 20th November, General.—A. B. Marty.

HINSHANG, British str., 1,885, A. C. Kennedy, 22nd November—Sandakan 10th November, General.—Jardine, Matheson & Co.

KANSU, British str., 1,819, Monkman, 23rd November—Chefoo 16th November, General.—Butterfield & Swire.

KUEICHOW, British str., 1,520, Forsyth, 23rd November—Tientsin 15th November, General.—Butterfield & Swire.

KITANO MARU, Japanese str., 8,512, F. E. Cope, 23rd November—London 26th September, General.—Nippon Yusen Kaisha.

LOKSANG, British str., 972, D. N. Ritchie, 23rd November—Hongkong 18th November, Salt.—Jardine, Matheson & Co.

SINGAN, British str., 1,047, H. Trowbridge, 23rd November—Newchwang 16th November, Beans.—Butterfield & Swire.

TAKSANG, British str., 999, W. McClellan, 23rd November—Shanghai 18th November, General.—Jardine, Matheson & Co.

YINGCHOW, British str., 1,228, E. J. Jones, 22nd November—Shanghai 18th November, General.—Butterfield & Swire.

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

THE Company's Steamship

"AUSTRALIEN," Captain Moutet, will be despatched for MARSEILLES, with out transhipment, on TUESDAY, 1st December, at 1 P.M.

Ports of Call: SAIGON, SINGAPORE, COLOMBO, DJIBOUTI, SUZ, PORT SAID.

P. THOMAS, Agent.

Hongkong, 18th November, 1914.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"ORIENTAL."

Captain A. L. Valentini, carrying His Majesty's Mail, will be despatched from this port for BOMBAY, on SATURDAY, the 6th December, 1914, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Co.'s s.s. "MONGOLIA," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable and Tea and Cargo for Italy, France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London. Other Cargo for London, etc., will be conveyed by Bombay and transhipped to the s.s. "CALEDONIA," due in London on the 15th January, 1915.

Passes will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWITT, Superintendent.

Hongkong, 21st November, 1914.

THE AMERICAN AND MANCHURIAN (WESTWARD) LINE.

(ELLERMAN AND BUCKNALL STEAMSHIP CO., LTD.)

FOR BOSTON AND NEW YORK VIA SUEZ CANAL.

(With liberty to call at the Malabar Coast.)

THE Steamship

"CITY OF BRISTOL."

Captain Henderson, will be despatched as above on FRIDAY, the 11th December.

For freight, etc., apply to—

THE BANK LINE, LTD., General Agents.

Hongkong, 13th November, 1914.

ON SALE.

BOUND VOLUMES OF THE HONGKONG WEEKLY PRESS, JANUARY TO JUNE, 1914, With Index. Price \$7.50. On Sale at the "HONGKONG DAILY PRESS" Office.

Hongkong, 1st August 1914.

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR

TO SAIL

SHANGHAI VIA SWATOW... "WOSANG" ... Wednesday, 25th Nov., D'light.

SHANGHAI, MOJI, KOBE & YOKOHAMA "YATSHING" ... Thursday, 26th Nov., D'light.

SHANGHAI ... "TAKSANG" ... Friday, 27th Nov., D'light.

SANDAKAN ... "MAUSANG" ... Saturday, 28th Nov., 3 P.M.

SHANGHAI, MOJI and KOBE ... "NAMSANG" ... Saturday, 28th Nov., 3 P.M.

MANILA ... "YUENSANG" ... Sunday, 29th Nov., D'light.

KOBE and MOJI ... "FOOSANG" ... Tuesday, 1st Dec., 3 P.M.

SINGAPORE, PENANG & CALCUTTA ... "HINSANG" ... Saturday, 5th Dec., Noon.

SANDAKAN ... "LOONGSANG" ... Saturday, 5th Dec., 3 P.M.

MANILA ... "BETUN" ... TO JAPAN.

The Steamers "KITSANG" and "NAMSANG" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time coupled 10 days.

This service is supplemented by the "YATSHING," "KUMSANG," and leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time coupled 6 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A fully qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze, Chefoo, Tientsin, Dairen, W'wei, N'chwang, and other ports.

Taking Cargo on Through Bills of Lading to Fuzhou, Labad, Datu, Singapore, Tawau, Umanu, and other ports.

Telephone No. 215, Sub. Exch. 4.

Night or Passage, apply to JARDINE, MATHESON & Co., Ltd., GENERAL MANAGERS.

Hongkong, 24th November, 1914.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & NO.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & GENOA VIA SINGAPORE, &c.	NELLORE	Brit. str.	—	J. Gaunt, R.N.R.	P. & O. S. N. Co.	To-morrow, at 10 A.M.
LONDON VIA USUAL PORTS OF CALL	ORIENTAL	Brit. str.	—	A. L. Valentini	P. & O. S. N. Co.	On 5th Dec., at Noon.
LONDON & HULL	MERIONTHESHIEN	Brit. str.	—	Moutet	JARDINE, MATHESON & Co., Ltd.	On 20th Dec.
MARSEILLES VIA PORTS	AUSTRIAN	Brit. str.	—	Teranaka	MESSAGERIES MARITIMES	On 1st Dec., at 1 P.M.
MARSEILLES, LONDON & VIA SINGAPORE, &c.	MIYAZAKI MARU	Jap. str.	—	H. W. L. Holman	NIPPON YUSEN KAISHA	On 5th Dec., at 10 A.M.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PLEASANT, &c.	GLENNROY	Brit. str.	—	R. Saito	JARDINE, MATHESON & Co., Ltd.	To-day.
VICTORIA, B.C. & TACOMA VIA KIELUNG & JAPAN	SHANTIN MARU	Jap. str.	—	Komatsu	OSAKA SHOSSEN KAISHA	On 26th inst., at 3 P.M.
VICTORIA, B.C. & TACOMA VIA KIELUNG & JAPAN	YOKOHAMA MARU	Jap. str.	—	N. Kobayashi	NIPPON YUSEN KAISHA	On 1st Dec., at Noon.
BOSTON & NEW YORK VIA SUZ CANAL	CITY OF BRISTOL	Brit. str.	—	Henderson	OSAKA SHOSSEN KAISHA	On 9th Dec., at 3 P.M.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	MONGOLIA	Jap. str.	—	Emery Bloch	THE BANK LINE, LIMITED	On 11th Dec.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	SHINKYO MARU	Jap. str.	—	Ohkuma	PACIFIC MAIL S.S. CO.	On 1st Dec., at 1 P.M.
SAN FRANCISCO VIA MANILA & JAPAN, &c.	PERSEA	Am. str.	—	—	TOTO KISEN KAISHA	On 16th Dec., at Noon.
MEXICAN, PERUVIAN & CHILE PORTS VIA JAPAN	ANYO MARU	Jap. str.	—	—	OSAKA SHOSSEN KAISHA	Quick despatch.
AUSTRALIAN PORTS	TAIYUAN	Brit. str.	1 m.	W. B. Brown	BUTTERFIELD & SWIRE	On 8th Dec.
AUSTRALIAN PORTS VIA MANILA	TANGO MARU	Jap. str.	—	Sekine	NIPPON YUSEN KAISHA	On 16th Dec., at Noon.
DELAGO BAY, DURBAN, EAST LONDON, &c.	ST. ALBANS	Brit. str.	—	Baile	GIBB, LIVINGSTON & Co.	On 23rd Dec., at 11 A.M.
KOBE & MOJI	GUY RABAT	Brit. str.	—	—	THE BANK LINE, LIMITED	To-morrow.
NAGASAKI, KOBE & YOKOHAMA	TRINIDAD	Jap. str.	—	W. D. Welsh	JARDINE, MATHESON & Co., Ltd.	Quick despatch.
WEIHAIWEI & TIENTSIN	FOOSHING	Brit. str.	—	R. Takeda	JARDINE, MATHESON & Co., Ltd.	On 25th inst., at D'light.
SHANGHAI	NIKKO MARU	Jap. str.	—	E. Forsyth	NIPPON YUSEN KAISHA	On 15th Dec., at 5 P.M.
SHANGHAI VIA SWATOW	RICHMOND	Brit. str.	1 m.	E. J. Smith	BUTTERFIELD & SWIRE	On 26th inst., at Noon.
SHANGHAI, MOJI, KOBE & YOKOHAMA	WOSANG	Brit. str.	—	L. Jones	JARDINE, MATHESON & Co., Ltd.	To-day, at 4 P.M.
SHANGHAI	YATSHING	Brit. str.	—	E. S. Jones	BUTTERFIELD & SWIRE	On 26th inst., at D'light.
SHANGHAI	YINGCHOW	Brit. str.	1 m.	W. McClellan	JARDINE, MATHESON & Co., Ltd.	On 27th inst., at D'light.
SHANGHAI, MOJI & KOBE	TAKSANG	Brit. str.	—	Gilroy	JARDINE, MATHESON & Co., Ltd.	On 28th inst., at D'light.
SHANGHAI & KOBE	NAMSANG	Brit. str.	—	Nakamura	NIPPON YUSEN KAISHA	On 29th inst.
SHANGHAI & KOBE	KAWACHI MARU	Jap. str.	—	H. Nomura	NIPPON YUSEN KAISHA	On 30th inst.
SHANGHAI, KOBE & YOKOHAMA	RANGON MARU	Jap. str.	—	Lancelotti	MESSAGERIES MARITIMES	About 1st Dec.
SHANGHAI	PAUL LECAT	Brit. str.	—	G. W. Cookman, R.N.R.	P. & O. S. N. Co.	About 3rd Dec.
SHANGHAI, MOJI, KOBE & YOKOHAMA	NILE	Brit. str.	—	H. Powell	P. & O. S. N. Co.	About 27th Dec.
SHANGHAI	TITABOEM	Brit. str.	—	Y. Yamamoto	JAPA-CHINA-JAPAN LINE	On 1st Dec., at Noon.
POOCHOW VIA SWATOW & AMOY	KAISO MARU	Jap. str.	—	K. Hattori	OSAKA SHOSSEN KAISHA	On 1st Dec., at Noon.
POOCHOW & TAKAO VIA SWATOW & AMOY	SOSHU MARU	Jap. str.	—	E. Munakata	OSAKA SHOSSEN KAISHA	On 1st Dec., at Noon.
TAMSU VIA SWATOW & AMOY	KASHIN MARU	Jap. str.	—	J. W. Evans	OSAKA SHOSSEN KAISHA	On 1st Dec., at Noon.
SWATOW, AMOY & POOCHOW	HAIMUN	Brit. str.	2 h.	A. H. Stewart	DOUGLAS LAFRAIR & Co.	To-day, at 1 P.M.
SWATOW, AMOY & POOCHOW	HAICHING	Brit. str.	2 h.	W. C. Passmore	DOUGLAS LAFRAIR & Co.	On 27th inst., at 1 P.M.
SWATOW, AMOY & POOCHOW	HAITANG	Brit. str.	2 h.	A. E. Hodgins	DOUGLAS LAFRAIR & Co.	On 1st Dec., at 1 P.M.
MANILA, CEBU & ILOILO	TEAN	Brit. str.	1 m.	Siddford	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
MANILA	YUENSANG	Brit. str.	—	Tough	JARDINE, MATHESON & Co.	On 28th inst., at 3 P.M.
MANILA, CEBU & ILOILO	CHINHUA	Brit. str.	1 m.	Finlayson	BUTTERFIELD & SWIRE	On 1st Dec., at 4 P.M.
BATAVIA, CHERIBON, SAMARANG, &c.	LOONGSANG	Brit. str.	—	W. G. G. Leask	JARDINE, MATHESON & Co., Ltd.	On 5th Dec., at 3 P.M.
BOMBAY VIA SINGAPORE & COLOMBO	THIRANAS	Det. str.	—	T. Yamaguchi	JAPA-CHINA-JAPAN LINE	Quick despatch.
SINGAPORE, PENANG & CALCUTTA	SAIGON MARU	Jap. str.	—	G. Tabata	OSAKA SHOSSEN KAISHA	On 6th Dec., A.M.
SANDAKAN	FOOKSANG	Jap. str.	—	T. A. Mitchell	NIPPON YUSEN KAISHA	On 7th Dec.
SANDAKAN	MAUSANG	Brit. str.	—	E. A. Matthews	JARDINE, MATHESON & Co., Ltd.	On 1st Dec., at 3 P.M.
HOIHOW & HAIPHONG	HINSANG	Brit. str.	—	A. Kennedy	JARDINE, MATHESON & Co., Ltd.	On 27th inst., at 3 P.M.
	SINGAN	Brit. str.	1 m.	J. D. Milne	BUTTERFIELD & SWIRE	On 5th Dec., at Noon.

CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

INTENDED SAILINGS FOR 1914.—SUBJECT TO CHANGE WITHOUT NOTICE.

NOTE.—The only fixed dates are departures from LIVERPOOL and HONGKONG. All other dates are approximate only.

To VANCOUVER						To L'POOL		FROM L'POOL		FROM VANCOUVER					
STAMBERS	Hong-kong	Shanghai	Nagasaki	Kobe	Yokohama	Vancouver	Quebec	Liverpool	Quebec	STAMBERS	Vancouver	Yokohama	Kobe	Nagasaki	Hong-kong
Leave	Leave	Leave	Leave	Leave	Arrive	Leave	Leave	Arrive	Leave	Leave	Leave	Leave	Leave	Leave	Leave
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

PASSAGE RATES—HONGKONG TO LONDON.

	VIA QUEBEC	VIA NEW YORK
EMPERESS OF RUSSIA	£71.10	£71.10
EMPERESS OF ASIA	£65	£65
EMPERESS OF INDIA	£65	£65
EMPERESS OF JAPAN	£43	£45
MONTEAGLE	£43	£45

Hour of Departure—All Steamers sail from Hongkong at Noon.

Passengers purchasing Trans-Pacific Round Trip passage tickets to points in Canada and the United States and Europe have the option of returning from San Francisco by the steamers of the PACIFIC MAIL S.S. Co. or TOTO KISEN KAISHA.

SPECIAL FIRST CLASS RATES granted to Naval and Military Officers, Civil Servants, Missionaries, etc. Particulars will be furnished on application.

AROUND THE WORLD RATES in connection with SUZ MAIL LINES or TRANS-SIBIRIAN ROUTE.

THE "EMPERESS OF RUSSIA" AND "EMPERESS OF ASIA" registered tonnage 16,850, displacement 30,625 tons, are new quadruple screw turbine steamers, the finest, fastest and most luxurious on the Pacific. Their passenger accommodation includes Suites, Rooms with Bath, Single Berth Rooms, Library, Lounge, Gymnasium, Laundry, etc.

SPLENDID OVERLAND TRAIN SERVICE, connecting with the Company's Atlantic Steamers.

HOTELS.—The service furnished by the Company's chain of Hotels is unsurpassed.

THE COMPANY'S STEAMERS are fitted with powerful Marconi Wireless Installation.

Passengers may proceed by Rail between Ports of Call in Japan if so desired.

Route from HONGKONG VIA SHANGHAI, NAGASAKI (through INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C.

For full particulars of Passage and Freight Rates, Pamphlets, etc., please Apply to—

D. W. CRADDOCK,

GENERAL TRAVEL AGENT, Corner Pender Street and Praya.

WEATHER REPORT.

On the 23rd at 11.45 a.m.—Pressure has decreased moderately on the China coast and increased quickly in Japan. The anti-cyclone has moved eastwards and is now central to the south of Japan. The depression has passed into the Pacific.

Moderate easterly winds prevail over the north part of the China Sea.

Hongkong rainfall for the 24 hours ending a 10 a.m. to-day, 3.24 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT. FORECAST.

* Hongkong & Neighbourhood

Formosa Channel ... N.E. winds, moderate to fresh.

South coast of China between (The same as Hongkong and Lamooka) No. 1.

South coast of China between (The same as Hongkong and Hainan) No. 1.

* E. winds, moderate to light; cloudy, drizzling rain or mist, improving later.

CHINA COAST METEOROLOGICAL REGISTER.

23RD NOVEMBER, 1914, A.M.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Wind.		Weather.
					Direction.	Force.	
Vladivostok	7 s.	29.89	12	51	ENE	2	—
Nemuro	6 s.	29.93	—	—	ENE	4	—
Hakodate	—	30.05	—	—	ENE	1	—
Tokio	—	30.18	—	—	—	—	—
Kobe	—	30.25	—	—	SW	1	—
Nagasaki	—	30.27	—	—	ENE	1	—
Kagoshima	—	30.27	—	—	NNE	1	—
Oshima	—	30.30	—	—	SSW	1	—
Naha	—	30.17	—	—	NE	1	—
Ishijima	—	30.11	—	—	NE	2	—
Bonin Is.	—	30.20	—	—	NNW	1	—
Chefoo	—	—	—	—	—	—	—
Weihaiwei	—	30.05	42	75	SW	1	b
Hankow	—	—	—	—	—	—	—
Ichang	—	—	—	—	—	—	—
Kiukiang	—	—	—	—	—	—	—
Changsha	—	—	—	—	—	—	—
Shanghai	—	30.14	42	—	SSW	2	or
Guangzhou	—	30.14	53	—	E	1	or
Swatow	—	30.07	59	94	W	2	or
Taihu	—	30.07	59	94	W	2	or
Taihu	—	30.07	59	94	W	2	or
Kailan	—	30.09	—	—	NE	2	or
Kailan	—	30.09	—	—	NE	2	or
Canlon	—	30.4	57	100	NE	4	or
Hongkong	—	29.93	66	94	E	1	or
Gap Road	—	29.96	—	—	E	1	or
Macao	—	29.98	61	—	NNW	1	or
Wachow	9 s.	29.85	71	53	—	—	—
Holhow	—	—	—	—	—	—	—
Pakhoi	—	—	—	—	—	—	—
Phulien	6 s.	29.95	68	—	ENE	2	or
Tourane	—	29.95	75	—	SSW	2	or
Cape St. James	—	29.92	77	—	NE	2	or
Starri	—	29.95	74	—	E	1	or
Alania	—	29.95	71	—	N	1	or
Logaspi	—	29.95	78	—	NNE	1	or
Liolo	9 s.	29.95	63	—	NE	2	or
Bacolod	—	—	—	—	—	—	—
Cebu	—	29.94	86	—	N	3	—
Labuan	—	—	—	—	—	—	—

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON AND GENOA VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES.	NELLORE Capt. J. Gault, R.N.R.	10 A.M. 25th Nov.	Freight and Passage.
SHANGHAI	MALTA Capt. G. W. Cookson, R.N.R.	About 3rd Dec.	Freight and Passage.
LONDON VIA USUAL PORTS or CALL	ORIENTAL Capt. A. L. Valentini	Noon, 5th Dec.	See Special Advertisement.
SHANGHAI, MOJI, KOBE and YOKOHAMA	NIPE Capt. H. Powell	About 27th Dec.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.
Subject to immediate alteration without notice.

NOTICE TO SHIPPERS.

SHIPPERS are informed that the P. & O. Company's Vessels are insured under The British Government National Insurance Scheme and they can effect War Risk Insurance on individual shipments with The National Insurance Committee, London, through their representatives there.

The production of a Marine Risk Policy is not immediately necessary.
For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 23rd November, 1914.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA, CEBU and ILOILO	"TEAN"	On 24th Nov., 4 P.M.
SHANGHAI	"ANHUI"	On 24th Nov., 4 P.M.
WEIHAIWEI and TIENTSIN	"KUNGHOW"	On 26th Nov., Noon.
SHANGHAI	"YINGCHOW"	On 26th Nov., 4 P.M.
SHOIHOW and HAIPHONG	"SINGAN"	On 27th Nov., 9 A.M.
MANILA, CEBU and ILOILO	"CHINHUA"	On 1st Dec., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI" and "CHENAN," and the S.S. "KANCHOW," "LIANGCHOW," "LUCHOW" and "YINGCHOW," having excellent accommodation, with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

For Freight or Passage apply to—
HONGKONG, 24th November, 1914

BUTTERFIELD & SWIRE,
AGENTS.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,

Hongkong, 1st September, 1914.

AGENTS

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DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light, Excellent Cuisine.

FOR

SWATOW, AMOY AND FOCHOW
AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAITAN"	Capt. J. W. Evans	TUESDAY, 24th Nov., at 1 P.M.
"HAICHING"	Capt. W. C. Passmore	FRIDAY, 27th Nov., at 1 P.M.
"HAIYANG"	Capt. A. E. Hodgins	TUESDAY, 1st Dec., at 1 P.M.

For SWATOW AND RETURN.

(Occupying 3 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIMUN"	Capt. A. H. Stewart	WEDNESDAY, 25th Nov., at 1 P.M.
		SUNDAY, 29th Nov., at 10 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 20th November, 1914.

14

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA
VIA MANILA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	2nd Dec.	On 23rd Dec., 11 A.M.
ALDENHAM	2nd Jan.	On 29th Jan., 11 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.
For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS

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TOYO KISEN KAISHA.



SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA,
JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice

Steamer	Displacement Tons and Speed	Leave Hongkong
NIPPON MARU	11,000—18 knots from Kobe	1st Dec.
SHINYO MARU	22,000—21 knots	TUES., 8th Dec.
CHIYO MARU	22,000—21 knots	TUES., 5th Jan.
TENYO MARU	22,000—21 knots	TUES., 26th Jan.

FIRST CLASS TO LONDON	£71.10...	RETURN (6 MONTHS) £120.
FIRST CLASS TO NEW YORK	£60. ...	" " " £96.10.
" " " SAN FRANCISCO	£45. ...	" " " £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY CO.

SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

VIA JAPAN PORTS, HONOLULU, HILO, MANZANILLO,
SALINA CRUZ, CALLAO, IQUIQUE AND VALPARAISO.

THENCE BY

TRANS-ANDEAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Sails
ANYO MARU	18,500—15 knots	...

For Full Particulars as to Passage and Freight, apply to—

O. WURIU, ACTING AGENT,

King's Building.

TELEPHONE 291.

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OSAKA SHOSEN KAISHA.

REGULAR SERVICES,
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

THE AMERICAN LINE TO TACOMA AND SEATTLE.

In Connection with

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

For VICTORIA AND TACOMA VIA KEELUNG, SHANGHAI, NAGASAKI,
KOBE, YOKKAICHI AND YOKOHAMA.

Steamer	Captain	Leaving
"SEATTLE MARU"	T. Baito	THURSDAY, 26th Nov., at 3 P.M.
"MEXICO MARU"	N. Kobayashi	WEDNESDAY, 9th Dec., at 3 P.M.

These Newly-Built Steamers of American Line have fast speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM
PENANG AND COLOMBO.

Steamer	Captain	Leaving
"SAIGON MARU"	T. Yamaguchi	SUNDAY, 6th Dec., A.M.

FOR FOCHOW VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"KALJO MARU"	Y. Yamamoto	TUESDAY, 1st Dec., at Noon.

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"DAIJIN MARU"	K. Murakami	SUNDAY, 29th Nov., at 10 A.M.
"DAIGI MARU"	S. Tokushige	SUNDAY, 6th Dec., at 10 A.M.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"BOSHU MARU"	K. Hattori	WEDNESDAY, 25th Nov., at 8 A.M.

These Steamers of Coast and Formosa Line have Excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office).

For FURTHER INFORMATION, apply to

Y. ASAI,
MANAGER,

Second Floor, No. 1, Queen's Building.

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MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN
VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE
VIA SUEZ CANAL.

FOR	STEAMER	TO SAIL
SHANGHAI, KOBE AND	PAUL LEONAT	On or about 1st December.
YOKOHAMA	NERA	On or about 15th December.
	HOMER	

MARSEILLES VIA PORTS AUSTRALIEN ... On 1st December, at 1 P.M.

ALL STEAMERS FITTED WITH WIRELESS.

TRANS-SHIPING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA; at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.
Through Tickets to LONDON via PARIS by rail.
Circular Tickets to Europe via Suez and SIBERIAN ROUTE and vice-versa.
For further particulars apply to

P. THOMAS, AGENT,
QUEEN'S BUILDING.

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PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL-STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer	Leave to	Leave HONG- KONG	Connecting Steamers from COLOMBO to MARSEILLES and LONDON	Due at MARSEILLES	Due at PLYMOUTH (London 1 day later)
leaves YOKOHAMA	COLOMBO.	HAI	KONG.	FRIDAY	THURSDAY
Thurs.		6 p.m.	Noon		
—	ORIENTAL	Dec. 1	Dec. 1	MONGOLIA	Jan. 1
Dec. 7	MALTA	Dec. 14	Dec. 18	MALWA	Jan. 15
Dec. 20	NAGOYA	Dec. 23	Jan. 1	MOREA	Jan. 23
—	ARCADIA	Jan. 12	Jan. 16	MALOJA	Feb. 12

THE ATTENTION of Passengers is drawn to the ACCELERATED ARRIVAL of the Mail Steamers at Marseilles, Plymouth and London. These vessels will now arrive in Marseilles on Friday, and London on the following Friday.
Passengers change Steamers at COLOMBO.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES:

The Fares to London and Marseilles are as follows:—

	1st Saloon	"A"	Accommodation	Single	Return
LONDON	£65.	"	"	"	£97.
1st Saloon	"B"	"	"	"	£89.
2nd Saloon	"A"	"	"	"	£66.
"B"	"	"	"	"	£60.
MARSEILLES	1st Saloon	"A"	Accommodation	Single	Return
	"B"	"	"	"	£91.
2nd Saloon	"A"	"	"	"	£83.
"B"	"	"	"	"	£57.

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANS-SHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st AND 2nd-SALOON PASSENGERS AT REDUCED RATES

PROPOSED SAILINGS:

STEAMERS.	Leave YAMA	Leave SHANGHAI	Leave H'KONG	Leave S'PORE	Due at MARSEILLES	Due at LONDON
NELLORE	Nov. 9	Nov. 19	Nov. 25	Dec. 1	Dec. 28	Jan. 8
NAGOYA	Dec. 20	Dec. 23	Jan. 1	Jan. 7	Feb. 2	Feb. 10
SYRIA	Dec. 21	Dec. 31	Jan. 6	Jan. 12	Feb. 8	Feb. 17
NANKIN	Jan. 5	Jan. 15	Jan. 20	Jan. 26	Feb. 22	Mar. 3

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO

FARES TO LONDON:

1st Saloon £50 Single; £75 Return. 2nd Saloon £35 Single; £52 Return

FARES TO MARSEILLES:

1st Saloon £46 Single; £63 Return. 2nd Saloon £33 Single; £48 Return

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy

THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.

For Further Particulars, apply to—

E. A. HEWETT,
SUPERINTENDENT.

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	TONS	SAILING DATES
MARSEILLES and LONDON	MIYAZAKI MARU	16,000	SATURDAY, 5th Dec., at 10 A.M.
VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	KITANO MARU	16,000	WEDNESDAY, 23rd Dec., at 10 A.M.
VICTORIA, B.C., and SEATTLE VIA SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	YOKOHAMA MARU	12,500	TUESDAY, 1st Dec., at Noon.
SYDNEY and MELBOURNE VIA MANILA, TOWNSVILLE and BRISBANE	AWA MARU	12,500	TUESDAY, 15th Dec., at Noon.
CALCUTTA VIA SINGAPORE, PENANG and RANGOON	TANGO MARU	13,600	WEDNESDAY, 16th Dec., at Noon.
BOMBAY VIA SINGAPORE, PENANG and COLOMBO	NIKKO MARU	9,600	WEDNESDAY, 13th Jan., at Noon.
SHANGHAI and KOBE	KAGA MARU	12,500	MONDAY, 7th Dec.
SHANGHAI and KOBE	KAWACHI MARU	12,500	SUNDAY, 29th Nov.
SHANGHAI and KOBE	RANGOON MARU	7,000	MONDAY, 30th Nov.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU	9,600	TUESDAY, 15th Dec., at 5 P.M.
KOBE and YOKOHAMA			

5 Wireless Telegraphy.

PASSENGER SEASON FOR 1915.

STEAMERS.	Displacement	Leave Hongkong
KATOBI MARU	20,000 Tons	Thurs., 28th Jan.
KAMO	16,000	11th Feb.
KASHIMA	20,000	25th Feb.
MISHIMA	16,000	11th Mar.
SUNAWA	25,000	25th Mar.
ATSUTA	16,000	8th Apr.
YASAKI	25,000	22nd Apr.
MIYASAKI	16,000	6th May.
KITANO	16,000	20th May.
FUSHIMA	25,000	3rd June.
AKI MARU	12,500 Tons	Tues., 26th Jan.
SADO	12,500	9th Feb.
YOKOHAMA	12,500	23rd Feb.
AWA	12,500	9th Mar.
SHIDZUOKA	12,500	23rd Mar.
TAMBA	12,500	6th Apr.
AKI	12,500	20th Apr.
SADO	12,500	4th May.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241

18-9-10

POST OFFICE NOTICE

The Parcel Post and Insured Letter system to Brazil is suspended.

Notice is given that although every possible precaution is taken to secure the safety of all postal packets whilst in the custody of the Post Office the Postmaster-General cannot give compensation for any loss or damage which may be due to the act of the King's enemies. Until further notice no Letters, Boxes, Parcels for Belgium, Brazil, Crete or Montenegro and no Letters, Boxes or Parcels for Malia can be accepted for insurance.

The Parcel Post Service to the United Kingdom is in full working order in both directions by the long sea route.

The Parcel Post Service to Egypt and certain countries mentioned served by Egypt is resumed for ordinary parcels only:—
Crete, Cyprus, Greece, Italy, Algeria, Tunis, Switzerland and (Libya) Tripoli.

The Services to Germany, Austria, Ottoman Empire and Tsingtau are suspended.

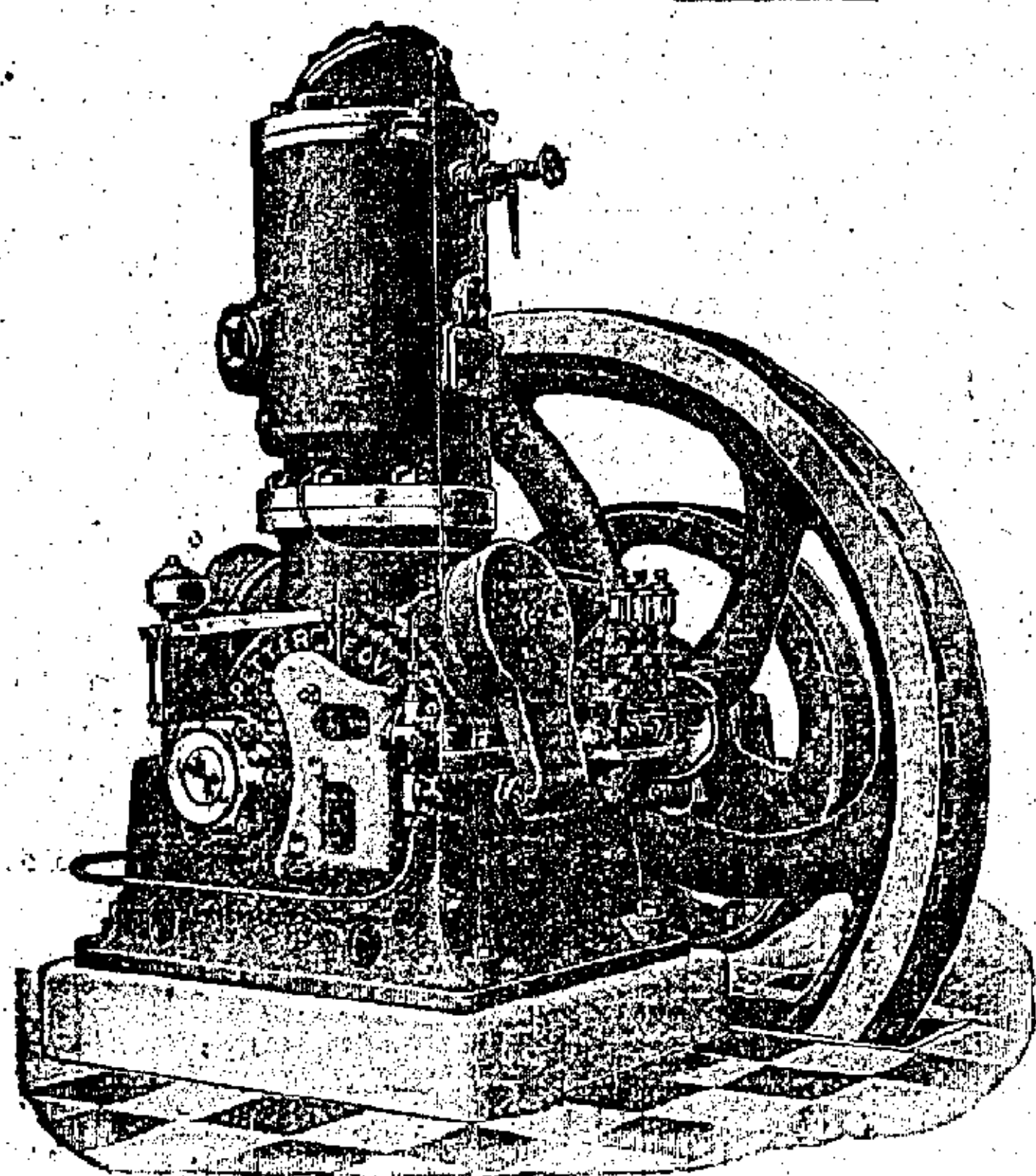
The FRENCH MAIL from Europe is due to arrive here to-day.

The MAIL FROM LONDON (via Siberia) of Saturday, the 24th ult., is due to arrive here to-morrow.

FOR	DATE
Chingwanlo	Tuesday, 24th, 11.00 A.M.
Swatow, Amoy and Foochow	Tuesday, 24th, 1.00 P.M.
Philippine Islands	Tuesday, 24th, 3.00 P.M.
SHANGHAI AND NORTH CHINA	Tuesday, 24th, 3.00 P.M.
(EUROPE VIA SIBERIA)	Registration 2.30 P.M.
(Tientsin-Pukow Service Shanghai Brit. P.O. 11.30 a.m., Monday, 30th inst.)	Letters 3.00 P.M.
Shanghai and North China	Tuesday, 24th, 4.00 P.M.
Swatow, Amoy and Formosa via Takao and	Tuesday, 24th, 4.00 P.M.
Amoy	Tuesday, 24th, 4.00 P.M.
Saigon	Tuesday, 24th, 4.00 P.M.
Straits, Ceylon and Europe	Wednesday, 25th, 9.00 A.M.
Swatow	Wednesday, 25th, Noon
Holow, Haiphong and Pakhoi	Thursday, 26th, 11.00 A.M.
Weihaiwei and Tientsin	Thursday, 26th, 11.00 A.M.
Japan via Moji, Victoria, and Tacoma, and United Kingdom via Canada	Registration 1.00 P.M.
Japan via Kuchino, Victoria, Seattle, Tacoma and Vancouver	Letters 2.00 P.M.
Shanghai and North China	Thursday, 26th, 3.00 P.M.
(Tientsin-Pukow Service Shanghai Brit. P.O. 5 p.m., Monday, 30th inst.)	Thursday, 26th, 3.00 P.M.
Swatow, Amoy and Foochow	Friday, 27th, 1.00 P.M.
Holow, Haiphong, and Pakhoi	Saturday, 28th, 5.00 P.M.
Swatow	Sunday, 29th, 9.00 A.M.
Shanghai, North China, Japan via Moji, Victoria, B.C., Seattle, Wash., and United Kingdom via Canada	Tuesday, 1st, 11.00 A.M.
Swatow, Amoy and Foochow	Tuesday, 1st, 1.00 P.M.
Philippine Islands	Tuesday, 1st, 3.00 P.M.
Straits, Ceylon, Suez, Port Said, Marseilles and United Kingdom	Saturday, 5th, 9.00 A.M.
STRAITS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT AND EUROPE	Saturday, 5th, 9.00 A.M.
(Late Letters 10.30 a.m. to 11 a.m., Extra postage 10 cents.)	Registration 10.00 A.M.
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	(Registration with late fee of 10 cents up to 10.30 a.m.)
The Parcel Mail will be closed on Friday, 4th Dec., at 5 p.m.	Registration 9.00 A.M.
Philippine Is., Australia, Tasmania, New Zealand via Port Darwin and New Guinea via Thursday Island	Letters 10.30 A.M.
	Tuesday, 8th, 11.00 A.M.

WM. C. JACK & CO., LTD.,

14, DES VŒUX ROAD, HONGKONG.



SOLE AGENTS FOR
THE PETER
PATENT
SEMI-DIESEL
CRUDE OIL
ENGINES
AND
KEROSENE
ENGINES.

We carry large stocks of
Ship and Engine Stores,
Cotton Waste, Oil, Packing,
&c.
Electrical Repairs and
Installations Undertaken;
Electro-Plating in all its
Branches.

THE AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia	Departs Hongkong for Australia
"TAIYUAN"	4th December	8th December
"CHANGSHA"	7th January	10th January

These Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State Rooms. A day qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

For freight or passage, apply to

BUTTERFIELD & SWIRE,

Hongkong, 24th November, 1914. TELEPHONE NO. 36. AGENTS. 11383

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS:

FROM HONGKONG: 25th Nov. "GUJARAT" FROM COLOMBO: 17th Dec. EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS. For Rates of Freight and Passage, apply to

THE BANK LINE, LIMITED,
MANAGING AGENTS.

COMMERCIAL.

CLOSING QUOTATIONS.

November 23rd.	
ON LONDON:—	
Telegraphic Transfer	1/8 1/2
Bank Bills, on demand	1/8 1/2
Bank Bills, at 30 days' sight	1/8 1/2
Bank Bills, at 60 days' sight	1/8 1/2
Credits, at 4 months' sight	1/8 1/2
Documentary Bills 4 months' sight	1/8 1/2
ON PARIS:—	
Bank Bills, on demand	214
Credits, at 4 months' sight	224 1/2
ON GERMANY:—	
On demand	nom.
ON NEW YORK:—	
Bank Bills, on demand	42 1/2
Credits, at 60 days' sight	nom.
ON HONGKONG:—	
Telegraphic Transfer	nom.
Bank, on demand	129 1/2
ON CALCUTTA:—	
Telegraphic Transfer	nom.
Bank, on demand	129 1/2
ON SHANGHAI:—	
Bank, at sight	77 1/2
Private, 30 days' sight	nom.
ON YOKOHAMA:—	
On demand	84 1/2
ON MANILA:—	
On demand—Pesos	84 1/2
ON SINGAPORE:—	
On demand	73 1/2
ON BATAVIA:—	
On demand	103 1/2
ON HANKOW:—	
On demand	nom.
ON SINGAPORE:—	
On demand	nom.
ON HANKOW:—	
On demand	nom.
SOVEREIGNS, Bank's Buying Rate	\$11.40
GOLD LEAF, 100 fine, per 100	\$58.60
BAR SILVER, per 100	\$24 1/2

SUBSIDIARY COINS.

Hongkong... 20 cents pieces	per cent
Hongkong... 10 "	\$16.80 discount
Hongkong... 10 "	\$17.10 "

新外中港香

CHUNG NGOI SAN PO
(Chinese Daily Press)

PUBLISHED DAILY

Is the oldest and still immeasurably the best Advertising medium among the Native Community. Established for over FIFTY YEARS. Circulates largely throughout Southern China. Indo-China, etc. Terms for Advertising (Translation free) can be obtained at the Office, 10A, Des Vœux Road Central, Hongkong, 131, Fleet Street, London or from the different Agents. Documents translated from or into Classical or Colloquial Chinese.

SHARE LIST.—QUOTATIONS.

HONGKONG, 23RD NOVEMBER, 1914.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASE.	RETURN ON BASIS OF LAST DIV'D.
BANKS.—					
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$1700, buyers	
China Borneo Company, Limited	60,000	\$12	all	\$11	
China Light and Power Company, Ltd.	50,000	\$5	all	\$4	
China Provident Loan & Mortgage Co., Ltd.	50,000	\$1	all	\$1	
COTTON MILLS.—					
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 137	
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$7 1/2	
Dairy Farm Company, Limited	40,000	\$7 1/2	all	\$5 1/2	
DOCKS AND WHARVES.—					
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$77, sellers	
H'kong and Whampoa Dock Co., Ltd.	50,000	\$50	all	\$55	
New Amoy Dock Co., Limited	10,000	\$63	all	\$83	
Shai. Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 55	
Shai. and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 90	
Green Island Cement Co., Limited	400,000	\$10	all	\$14, sellers	
Hongkong Electric Co., Limited	60,000	\$10	all	\$36, sales	
Hongkong Hotel Company Limited	20,000	\$50	all	\$125	
Hongkong Ice Company, Limited	5,000	\$25	all	\$175	
Hongkong Rope Manufacturing Co., Ltd.	60,000	\$10	all	\$25	
H'kong & South China Steam Fisheries Co., Ltd.	15,000	\$6	all	\$2	
Hongkong Steel Foundry Co., Ltd.	15,000	\$10	all	\$10	
Hongkong Tramway Co., Ltd.	325,000	\$1	all	\$1, buyers	
INSURANCES.—					
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$100, buyers	
China Fire Insurance Co., Limited	20,000	\$20	\$20	\$145, buyers	
Hongkong Fire Insurance Co., Ltd.	8,000	\$250	\$50	\$378, buyers	
North-China Insurance Co., Limited	10,000	\$15	\$5	Tls. 141	
Union Insurance Society, Limited	12,400	\$250	\$100	\$725	
Yangtze Insurance Association, Ltd.	12,000	\$100	\$60	\$230 @ Ex 73	
LANDS AND BUILDINGS.—					
H'kong Land Invest. Agency Co., Ltd.	50,000	\$100	all	\$170, sellers	
Hongkong Central Estate, Ltd.	10,000	\$100	all	\$100	
Hongkong Land Reclamation Co., Ltd.	25,000	\$100	\$75	\$200	
Humphreys Estate and Finance Co., Ltd.	150,000	\$10	all	\$7	
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$40	\$44	
West Point Building Co., Ltd.	78,000	Tls. 50	all	Tls. 93	
West Point Building Co., Ltd.	12,500	\$50	all	\$71	
Maschappij tot Exploitatie van Landbouw exploitatie in Langkat	250,000	Gds. 10	all	Tls. 43	
Mining.—					
Chinese Engineering and M. Co., Ltd.	1,000,000	\$1	all	\$7 1/2	
Heawood Tin and Rubber Estate, Ltd.	322,000	\$1	all	\$16	
Raub Australian Gold Mining Co., Ltd.	200,000	\$1	all	\$2, sellers	
Troch Mines, Limited	150,000	\$1	all	\$2 1/2, sellers	
Peak Tramways Co., Limited	25,000	\$10	all	\$10 1/2	
Philippine Co., Limited	50,000	\$10	all	\$10 1/2	
Pulley et Fapotees du Tonkin Societe des	75,000	\$10	all	\$5	
REFINERIES.—					
China Sugar Refining Co., Limited	20,000	\$100	all	\$75	
Lyon Sugar Refining Co., Limited	7,000	\$100	all	\$20, sellers	
STEAMSHIP COMPANIES.—					
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$7	
Deuglas Steamship Co., Limited	20,000	\$15	all	\$25 1/2, buyers	
H'kong, Canton & Macao S.B. Co., Ltd.	80,000	\$15	all	\$25, sellers	
Indo-China Steam Navigation Co., Ltd.	60,000 (pref.)	\$1	all	\$38 - \$6.10	
Shell Transport & Trading Co., Ltd.	2,500,000	\$1	all	\$14	
Star Ferry Company, Limited	40,000	\$10	all	\$40, sellers	
South China Morning Post, Limited	6,000	\$25	all	\$28	
Steam Laundry Company, Limited	20,000	\$5	all	\$4 1/2, sellers	
STORES AND DISPENSARIES.—					
Powell, Wm., Limited	15,000	\$7	all	\$7 1/2	
Watson & Co., A. S., Limited	92,000	\$10	all	\$7	
Union Waterboat Co., Limited	50,000	\$10	all	\$18	

Loan.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200.	Tls. 250	7% p. annum	Per.

VERNON & SMYTH, Share Brokers.

Virginia's Best

Sweetness, Coolness, Infinite Satisfaction—a feeling of Supreme Content.

The man who enjoys a Virginia Cigarette and has never Smoked 'Three Castles' has yet to taste perfection.

The "THREE CASTLES" CIGARETTES

"There's no sweeter tobacco comes from Virginia and no better brand than the 'Three Castles'."

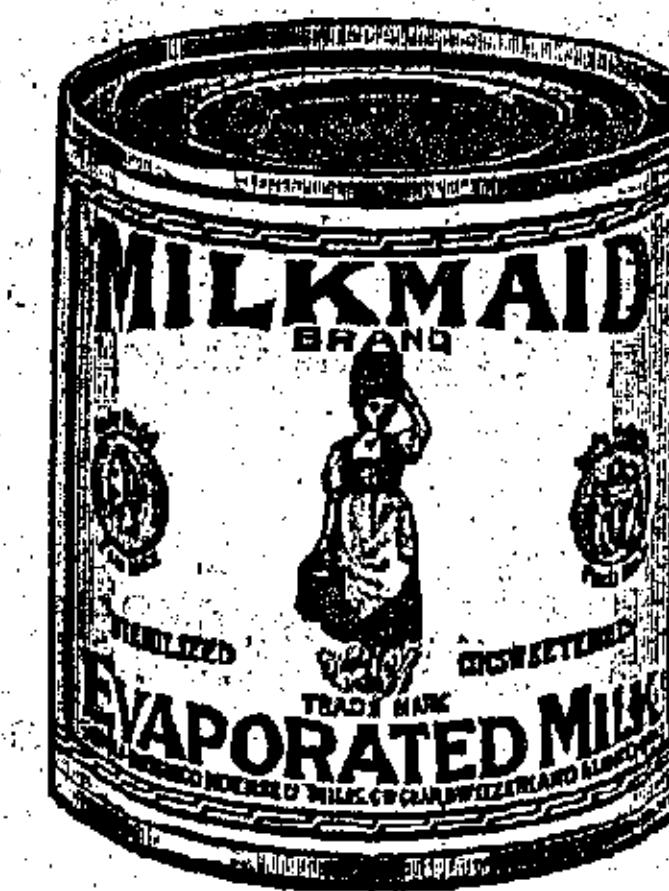
THACKERAY—The Virginians.

Save the coupons—they are Valuable

W.D. & H.O. WILLS
Bristol and London.



MILKMAID EVAPORATED MILK.



A FRESH CONSIGNMENT OF "ONES" AND "HALVES" SIZE TINS HAS NOW ARRIVED.

PLEASE APPLY TO THE USUAL STORES.

11187

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